

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/24/2022	APWS Task ID: E23562B1FD5147FEA3B8E9CC0355631A	APWS Project ID: DBE52F7334AC4F7F81BFAE89B1C40B65
Procedure: RNAV (GPS) RWY 8 AMDT 1		Enroute: NO	Specialist: Gorman, Barbara		Agreement Number:
Airport ID: KIZA			Airport City: SANTA YNEZ		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: ACTIVE RUNWAY AND AIRPORT DATA USED FOR KIZA. CONTACT: LONNIE EVERHART 405.954.4576.</p> <p>1/24/2022: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 12/15/2021. 1. REMOVED CHART NOTE: CHART SPEED ICON IN PLANVIEW AT ORCUT: MAX 210. 2. ADDED ADDITIONAL FLIGHT DATA: CHART 210K ICON FOR ORCUT HOLDING PATTERN. 3. ADDED CHART NOTE: CIRCLING RWY 8 NA AT NIGHT.</p> <p style="text-align: center;"><i>Digitally signed by</i> JON DENTON Jan 26, 2022</p>					



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Digitally signed by

JON DENTON

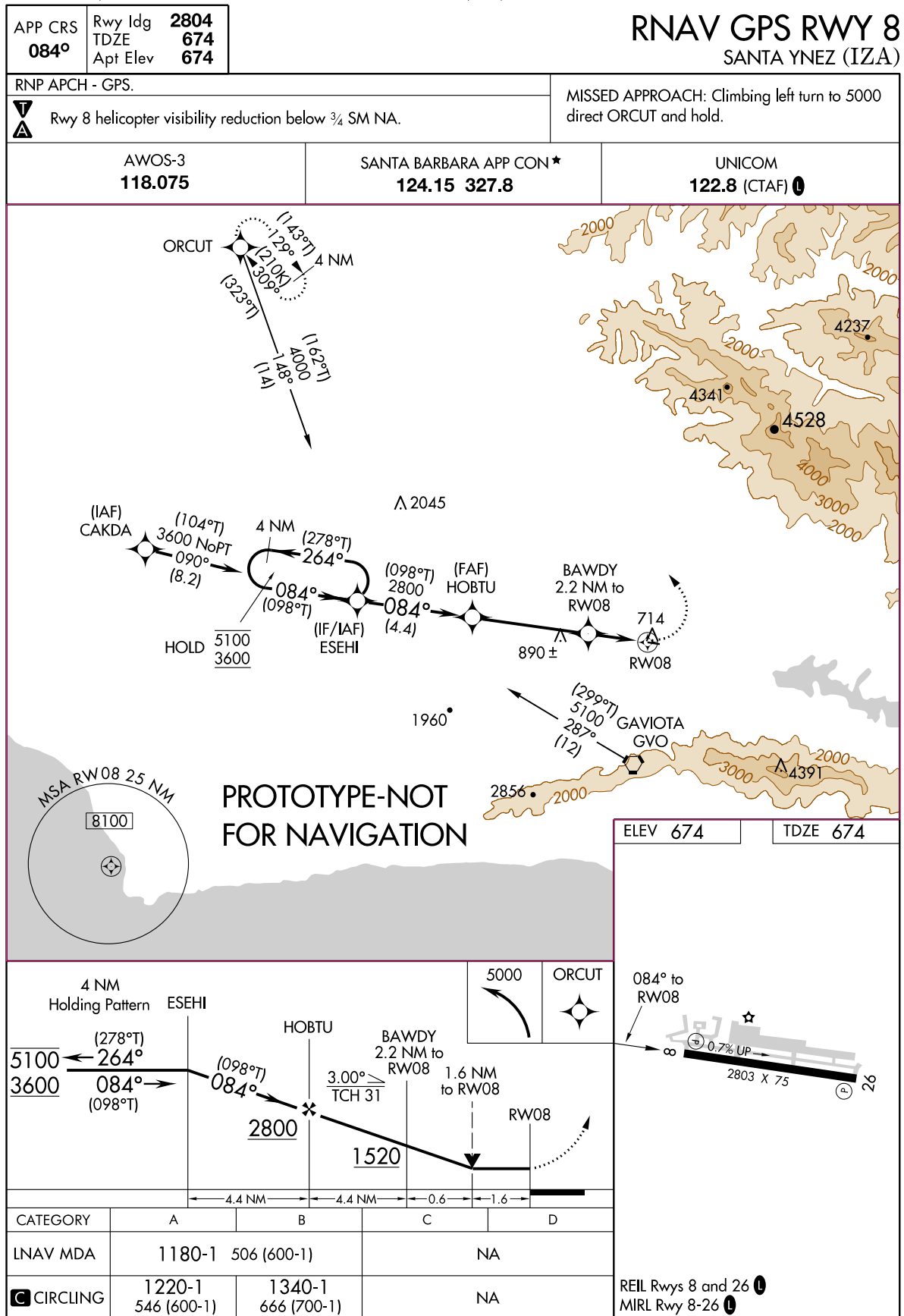
Dec 15, 2021

QUALITY
22
CHECKED

9.14.2021
BD

Digitally signed by
MARY MCDONALD
Sep 23, 2021

QUALITY
12
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OLD

SANTA YNEZ, CALIFORNIA



AL-5730 (FAA)

20310

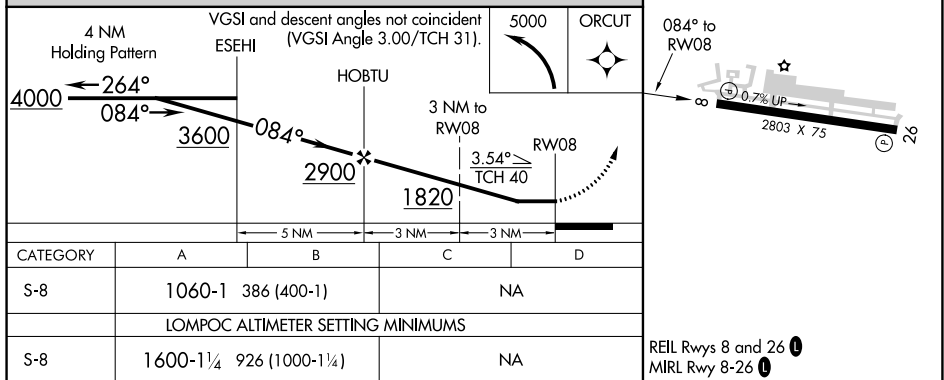
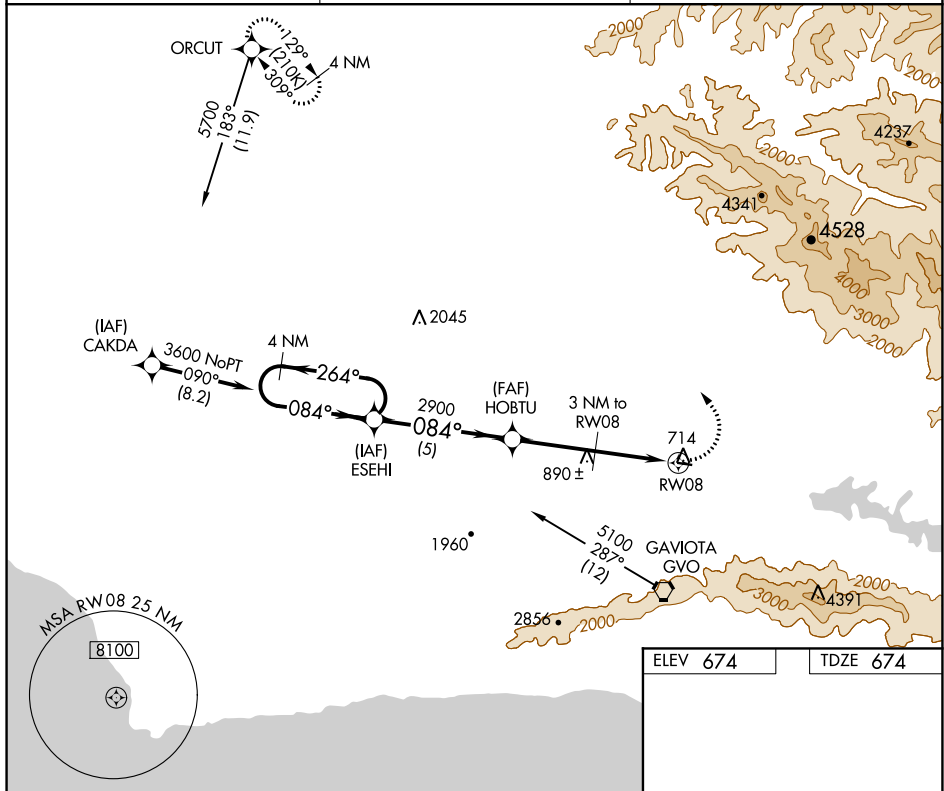
APP CRS	Rwy Idg	2804
084°	TDZE	674
	Apt Elev	674

GPS RWY 8

SANTA YNEZ (IZA)

 When local altimeter setting not received, use Lompoc altimeter setting.  Rwy 8 helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climbing left turn to 5000 direct ORCUT WP and hold.
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AWOS-3 118.075	SANTA BARBARA APP CON* 124.15 327.8	UNICOM 122.8 (CTAF) 0
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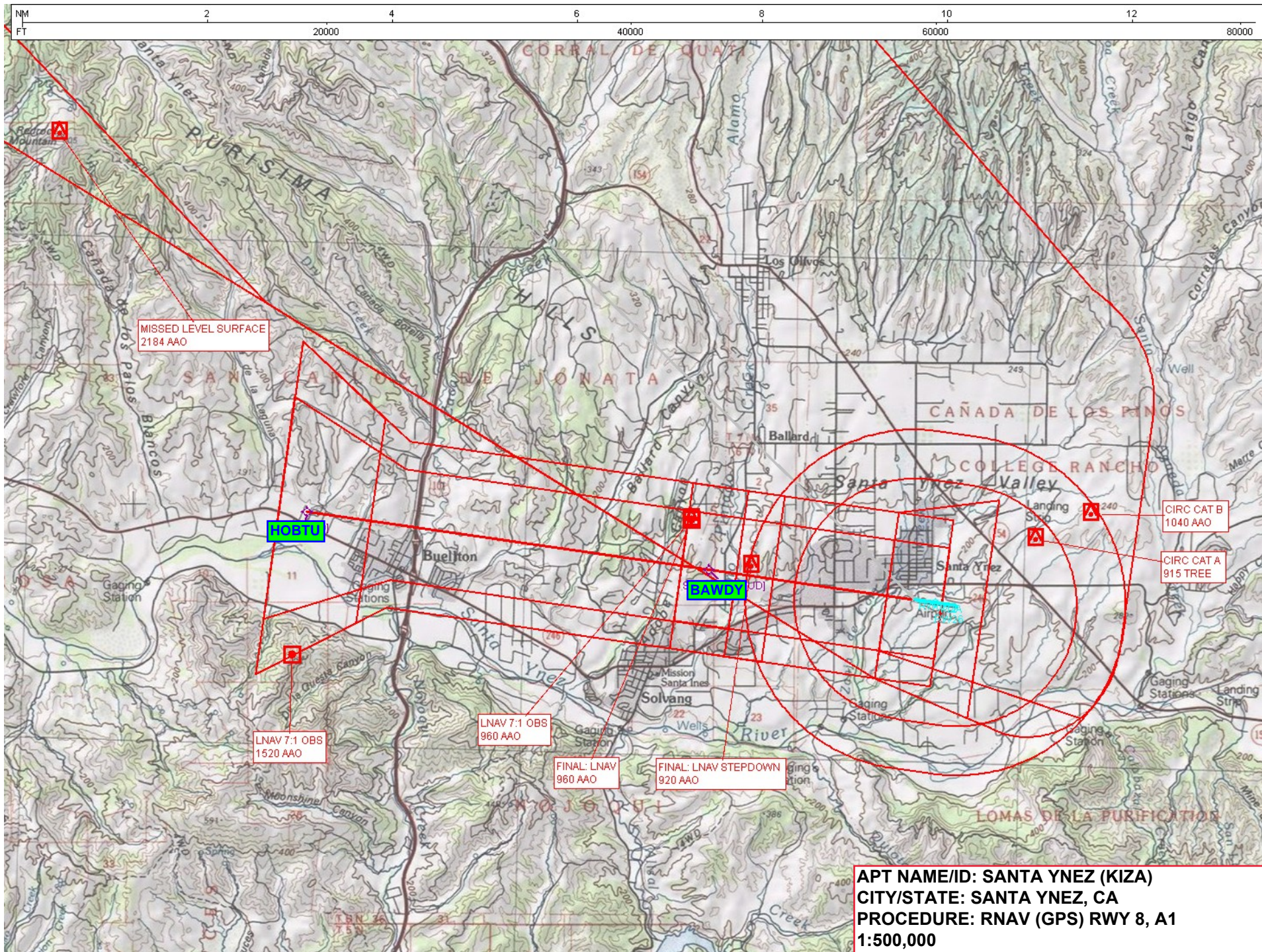
SANTA YNEZ, CALIFORNIA
Orig-C 18JUL19

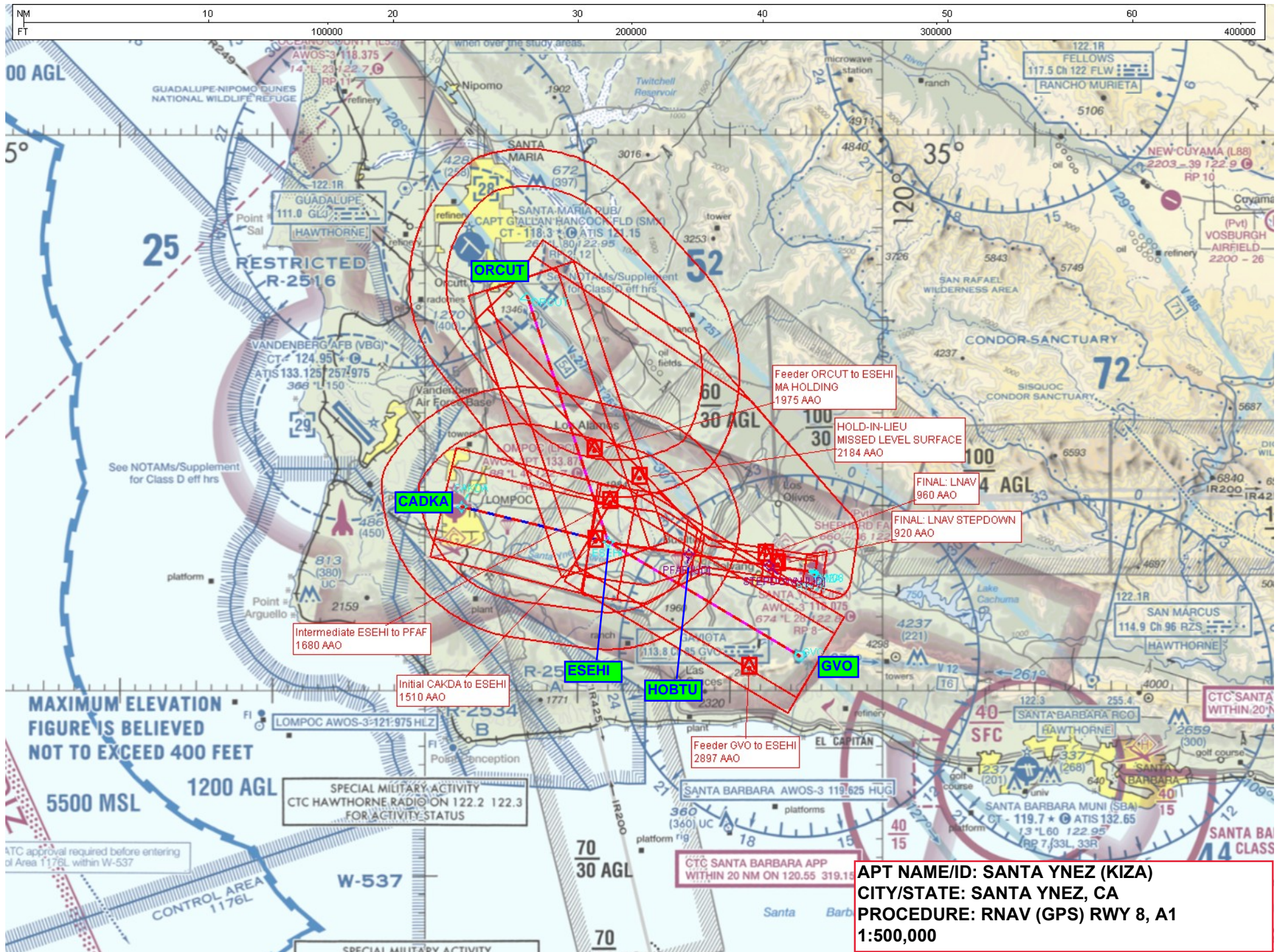
34°36'N-120°05'W

SANTA YNEZ (IZA)
GPS RWY 8

SW-3, 12 AUG 2021 to 09 SEP 2021

SW-3, 12 AUG 2021 to 09 SEP 2021





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

**Santa Ynez Airport
Santa Ynez, California**

**GPS RWY 8 (Amend)
GPS A (Amend)
VOR OR GPS B (Amend)**

Description of Action:

The Federal Aviation Administration (FAA) is proposing to amend three procedures at Santa Ynez Airport (KIZA), Santa Ynez, California. KIZA is a public airport located one mile southeast of the central business district of Santa Ynez, in the Santa Ynez Valley of Santa Barbara County, California. The airport covers 125 acres and has one runway (8/26) measuring 2,804 x 75 feet. The airport does not have a control tower. KIZA is classified as a regional general aviation airport.

The existing procedures would be updated to meet current FAA criteria:

Existing Procedures	Amended Procedures
Global Positioning System (GPS) Runway (RWY) 8	Area Navigation (RNAV) (GPS) RWY 8
GPS A	RNAV (GPS) A
Very High Frequency Omnidirectional Range (VOR) or GPS B	VOR RWY 8

The proposed changes to the procedures are described in the following table.

Procedure Name	Proposed Amendments
RNAV (GPS) RWY 8 <div>ORCUT - CADKA EXCEEDS 90 TURN CRITERIA. REPLACE ORCUT - ESEHI</div> <div>BAWDY = WP09</div>	<ul style="list-style-type: none"> Minimum altitude on the feeder route from ORCUT Waypoint (WP) to CAKDA Initial Approach Fix (IAF) would decrease from 5,700 feet Mean Sea Level (MSL) to 3,600 feet MSL. Minimum altitude at the hold-in-lieu of pattern at ESEHI IAF would decrease from 4,000 feet MSL to 3,600 feet MSL. HOBTU Final Approach Fix (FAF) would be relocated .22 Nautical Miles (NM) west to 34°37'19.8136"N/120°12'16.3752"W. Minimum altitude from ESEHI IAF to HOBTU FAF would decrease from 2,900 feet MSL to 2,800 feet MSL. A new Step-Down Fix (SDF), WP09, would be added along the final approach course after HOBTU FAF, 1.81 NM west of the runway threshold, with a minimum crossing altitude of 1,300 feet MSL.
RNAV (GPS) A <div>LEMMA = WP49 INTERM SDF</div>	<ul style="list-style-type: none"> A new SDF, WP49, would be added 5.3 NM west-northwest of San Marcus (RZS) Very High Frequency Omni-Directional Radio Range Tactical Air Navigation (VORTAC) at

	<p>34°33'18.9750"N/119°51'45.0669"W. Minimum altitude from RZS VORTAC to WP49 would be 4,400 feet MSL, and minimum altitude from WP49 to NOXOQ FAF would be 3,400 feet MSL.</p> <ul style="list-style-type: none"> • Circling visibility minimum for Category B aircraft would increase from 1.5 NM to 1.7 NM.
<p>VOR RWY 8</p> <p>DOWWN = WP586 INITIAL SDF</p>	<ul style="list-style-type: none"> • CALLI intersection would be relocated .12 NM south of current location to 34°38'4.7079"N/120°10'0.9420"W and function as both an IAF and a Precision Final Approach Fix (PFAF). • Minimum altitude on the initial segment from Gaviota (GVO) VORTAC to CALLI IAF would increase from 5,000 feet MSL to 6,000 feet MSL. • A new SDF, WP586, would be added 12 NM west of RZS VORTAC on the initial segment from RZS VORTAC to CALLI IAF at 34°34'52.2525"N/119°59'49.5453"W. Minimum altitude from RZS VORTAC to WP586 would be 6,500 feet MSL, and minimum altitude from WP586 to CALLI IAF would be 6,000 feet MSL. • Procedure Turn (PT) completion altitude would decrease from 3,500 feet MSL to 3,200 feet MSL. • Altitude on the intermediate segment from PT completion inbound to CALLI PFAF would decrease from 3,000 feet MSL to 2,700 feet MSL. • The final approach segment would be changed from RZS radial (R)277.34 to RZS R277.02 to better align the final approach path with the landing threshold (the reason for CALLI relocation). • Circling visibility minimum for Category B aircraft would increase from 1.5 NM to 1.7 NM.

The following figures show the proposed procedures.

Figure 1 – RNAV (GPS) RWY 8

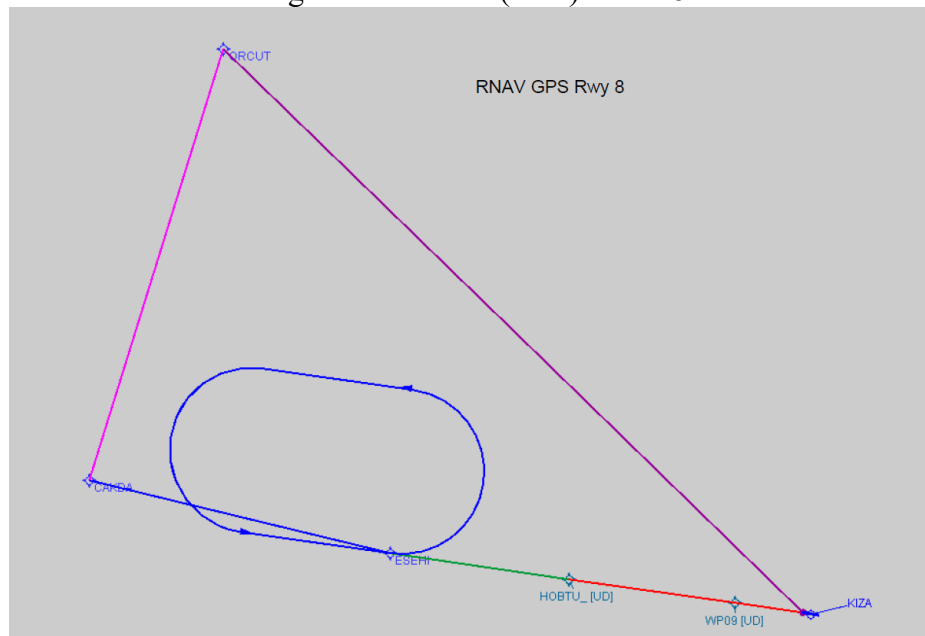


Figure 2 – RNAV (GPS) A

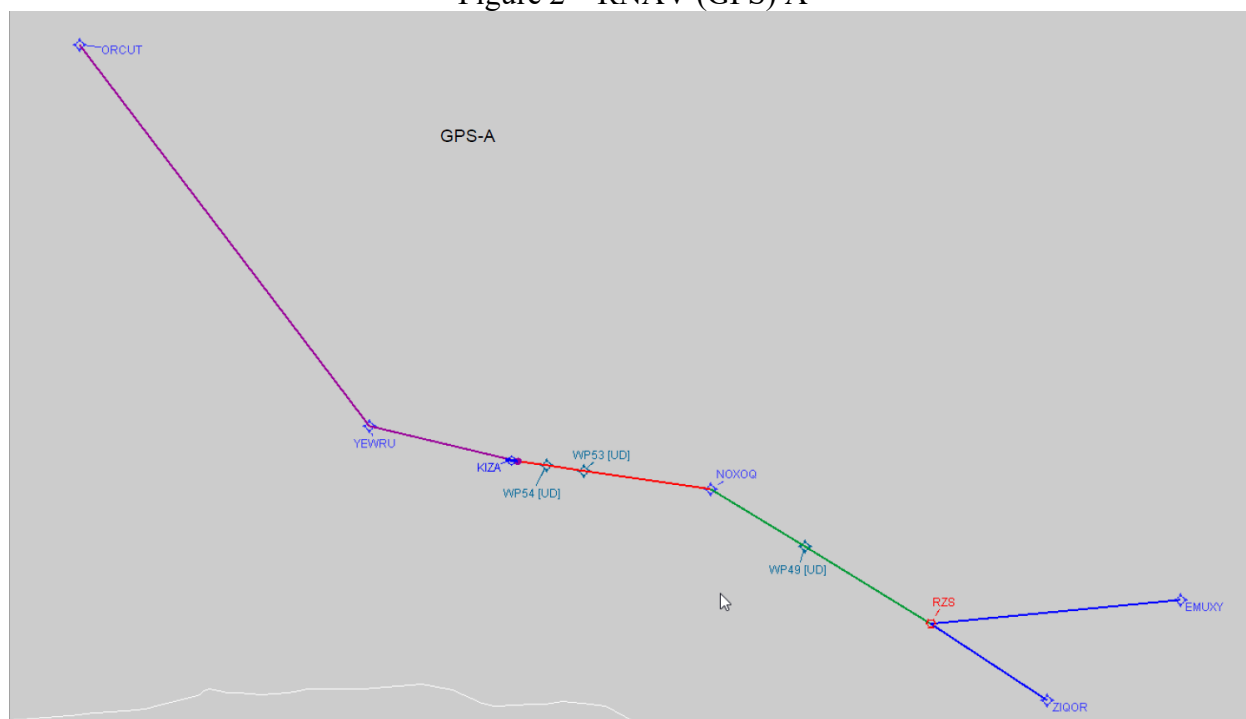
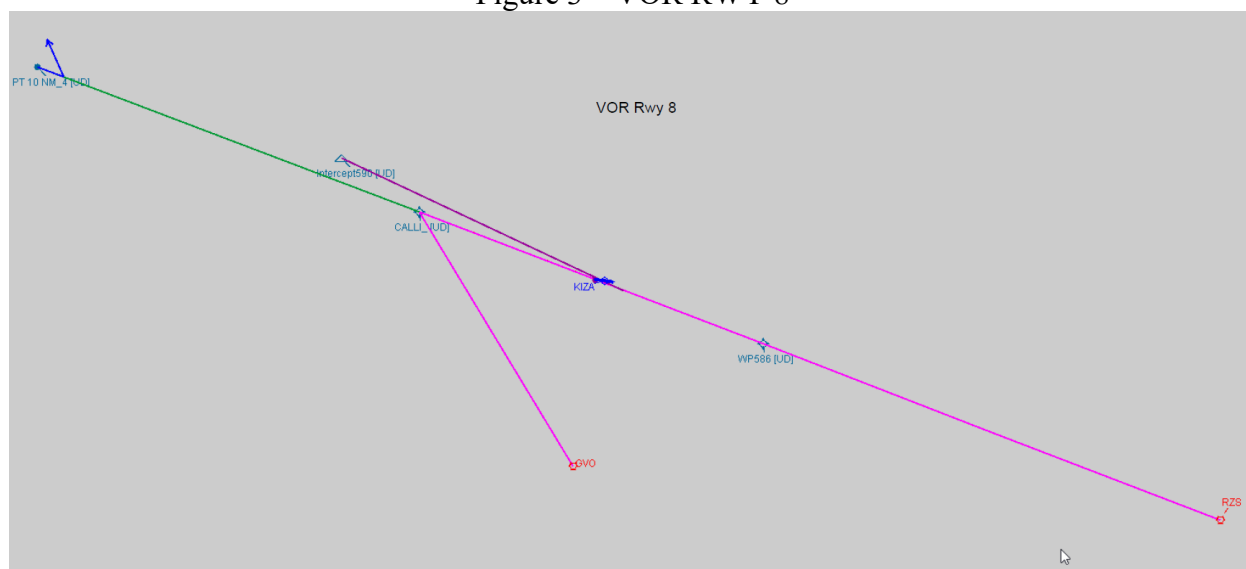


Figure 3 – VOR RWY 8



The annual operations data indicates that the airport had a total of approximately 30,000 operations from November 2018 to November 2019 (the most recent year of data available), which is approximately 83 operations per day on average.

Based Aircraft: Total 45

- Single-engine airplanes: 38
- Multi-engine airplanes: 4
- Helicopters: 3

Aircraft Operations: Total Operations 30,000*

- Transient general aviation: 55%
- Local general aviation: 43%
- Air taxi: 1%
- Military: <1%

* for the 12-month period ending November 5, 2019 (average 83/day)

Given the limited scope of the proposed amendments, the following environmental impact categories were assessed and were considered to have no effects from the proposed amendments 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)

For the proposed amendments, the FAA assessed the following environmental impact categories, which, if they result in a significant impact, would preclude the use of a categorical exclusion (CATEX) to satisfy National Environmental Policy Act (NEPA) requirements:

- Noise and compatible land use
- Air quality
- Department of Transportation Act, Section 4(f)
- Historical, architectural, archeological, and cultural resources
- Environmental justice (a subcategory under the general heading of Socioeconomic Impacts)
- Visual impacts

According to FAA Order 1050.1F, Appendix B and Desk Reference (2015), no noise analysis is needed for certain proposed projects—those include projects involving less than an average of 247 daily propeller operations. The results of the noise analysis indicate that no significant threshold noise criteria would be reached as a result of the implementation of the proposed action. Therefore, no adverse noise related aspects are anticipated as a result of the proposed amendments.

Implementation of this procedure 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 Federal Register dated July 30, 2007.

For this proposed action, no land acquisition, construction, or other ground disturbance would occur. Accordingly, there would be no direct effects on historic resources. Additionally, the FAA considered that certain historic sites may potentially be sensitive to the effects of overflights that introduce a visual, atmospheric, or auditory element. The number of aircraft operations and the aircraft fleet mix are not anticipated to change as a result of the implementation of the proposed amendments. Given that aircraft are currently overflying these areas and would continue to overfly these areas, the proposed amendments would not inherently have the potential to affect historic resources, even if they are present. Therefore, consistent with this understanding, the FAA determined that there would be no new areas overflown and, therefore, no potential to introduce visual, atmospheric, or auditory elements that could diminish the integrity of a historic property. The proposed amendments are not anticipated to interfere or have an effect on the visual resources.

The proposed amendments are not anticipated to involve the acquisition of real estate, relocation of residence or community business, disruption of local traffic patterns, loss of community tax base, or changes to the fabric of the community. The proposed amendments are not anticipated to be highly controversial based on environmental grounds.

Consideration of cumulative impacts applies to the impacts resulting from the implementation of the proposed amendments combined with other actions. A cumulative impact is defined as an impact on the environment that results from the incremental impact of the amendments when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions.

Analyzing cumulative impacts is considered within geographic (spatial) and time (temporal) boundaries. Reasonably foreseeable future actions refer to projects that would likely be completed within the next five years and do not include those actions that are highly speculative or indefinite. The types of projects considered under the cumulative impact analysis were primarily limited to airfield projects, specifically projects that directly affect or involve runways and modifications to parallel taxiways. These types of projects may affect aircraft flight operations. A comprehensive search of the FAA Airport Capital Improvement Programs for the identified airports in this project identified no current or proposed airport projects.

Based on the available information for this airport, no cumulative impacts associated with the proposed amended procedures, in conjunction with other projects, are expected.

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

Declaration of Exclusion:

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

Basis for this Determination:

The Aircraft Procedure Environmental Pre-Screening Filter was processed and reviewed by the Western Service Center. 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:

Facility Manager Review/Concurrence

Signature: CARRIE L DRAPER Digitally signed by CARRIE L DRAPER
Date: 2021.03.25
21:06:31 -07'00' Date: _____
Name: Carrie Draper
Air Traffic Manager
Santa Barbara Approach

Concurrence by:

Western Service Area Environmental Specialist

Signature: RYAN WADE WELLER Digitally signed by RYAN
WADE WELLER
Date: 2021.03.26
07:15:52 -07'00' Date: _____
Name: Ryan Weller
Environmental 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: 2021.03.29
07:31:17 -07'00' Date: _____
Name: B. G. Chew
Acting Group Manager, Operations Support Group
Western Service Center, AJV-W2