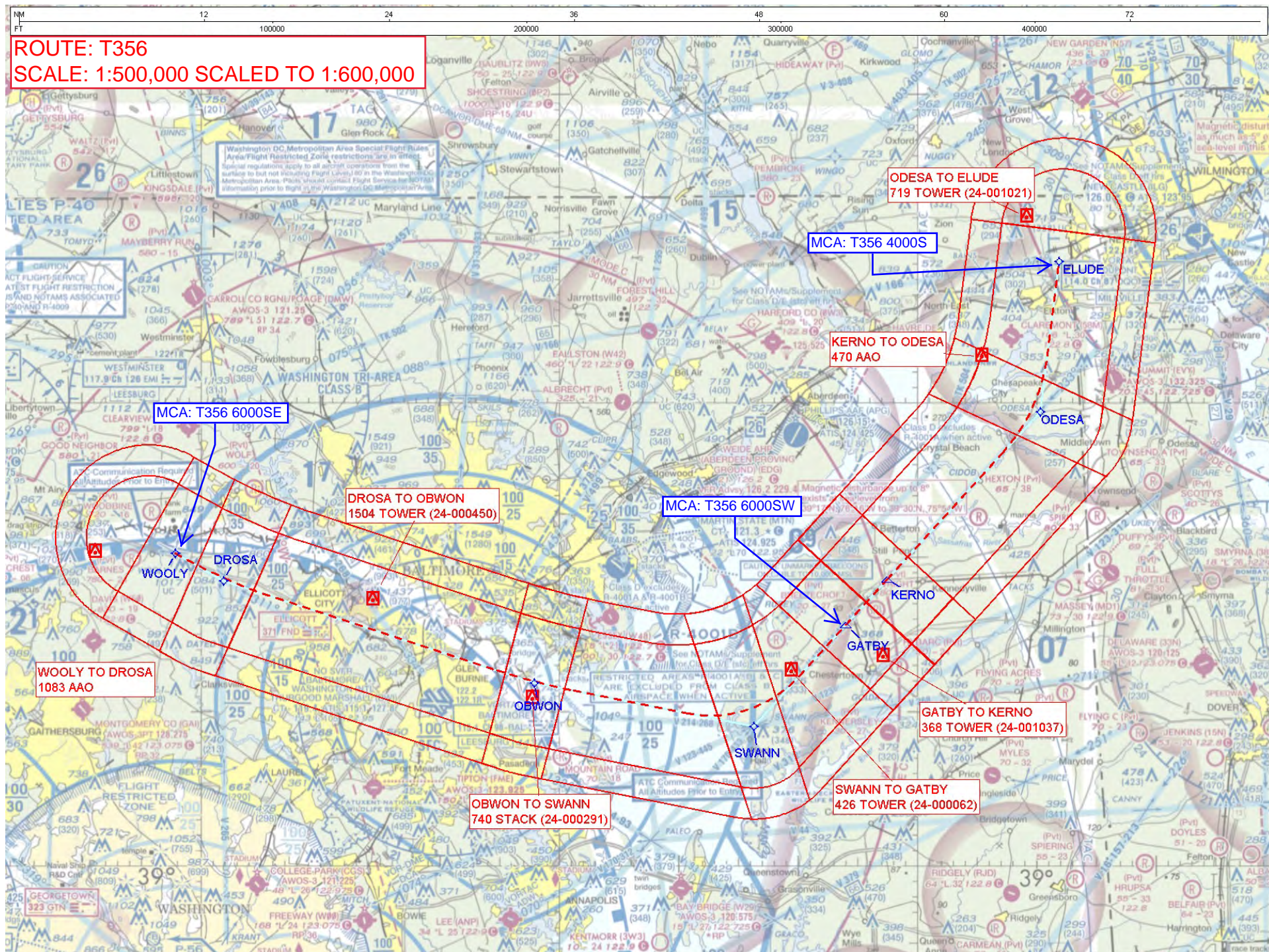


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Route	Estimated Chart Date: 05/21/2020	APWS Task ID: 390D739971BC4F40982DC16869A2EA91	APWS Request ID: CC39DD2D42194B1693F283A1D649C147
Procedure: T 356 WOOLY MD TO ELUDE MD		Enroute: YES	Specialist: JACOB MAXFIELD		Agreement Number:
Airport ID:	Airport Name:	Airport City: <i>Digitally signed by</i> DONALD H LANIER			State:
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot Apr 01, 2020			
<p>Procedure Comments: AIRWAY STARTING POINT: WOOLY, MD 392019.18N/0770211.17W</p> <p>AIRSPACE DOCKET: 18-AEA-21</p> <p>CONTACT: LONNIE EVERHART 405-954-4576 OR DON LANIER 405-954-8242</p> <p>03/23/2020: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 12/30/2019 1. 8260-2 KERN0: DELETED 210K ICON</p> <p>03/31/2020: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 02/05/2020. 1. REMOVED FIX RESTRICTIONS NOTE: "MRA V170-214-433-445 4900"</p>					



ROUTE: T356

SCALE: 1:500,000 SCALED TO 1:600,000



FAA Eastern Service Center, Air Traffic Division
Categorical Exclusion

Description of Federal Action: The Federal Aviation Administration (FAA) will implement the following changes to Tango Route T356.

Description of Changes:

- Tango Route 356 will:
 - Begin at waypoint (wp) WOOLY and terminate at wp ELUDE
 - Overlay and replace Victor Airway V44-214 from wp WOOLY to wp DROSA
 - Replace Victor Airway V44-214 from wp YANNI to Baltimore (BAL), Maryland Very High Frequency Omnidirectional Range (VOR)
 - Replace Victor Airway V214-268 from BAL-VOR to wp SWANN
 - Overlay and replace the defunct Victor Airway V170-214-433-445 from wp SWANN to wp ODESA
 - Overlay LaGuardia International (KLGA) GATBY ONE RNAV procedure from wp SWANN to wp ODESA
 - Add wp WOOLY, DROSA, OBWON, SWANN, GATBY, KERNO, ODESA and ELUDE as part of the legal description for the route from West to East

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 proposed action and it has been determined by the undersigned to be categorically excluded from further environmental documentation and will not result in any extraordinary circumstances according to FAA Order 1050.1F.

The applicable categorical exclusion is:

§5-6.5(i): Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

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. Therefore, noise modeling was not recommended for this project. 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 October 15, 2018

Chuck Armstead
NISCIII Contract Support - Environmental Engineer
Airspace, Environmental and Community Outreach (AJV-E22)
Eastern Service Center Air Traffic Organization

FAA Eastern Service Center, Air Traffic Division
Categorical Exclusion

Concurrence by:

Charles J Gibson

Charles Gibson

Environmental Protection Specialist

Airspace, Environmental and Community Outreach (AJV-E22)

Eastern Service Center Air Traffic Organization

Date 10/15/2018

Approved by:

Debra L Hogan

Deb Hogan

Manager - Airspace, Environmental and Community Outreach (AJV-E22)

Eastern Service Center Air Traffic Organization

Date 10/17/18

ATTACHMENTS

Figure 1: T356 and Victor Airways V44-214, V214-268, V268, V31-33-93, V378-499

Figure 2: KBWI arrival traffic intersecting T356

Figure 3: Victor Airways V44-214, V214-268, Traffic

Figure 4: T356 overlay KLGA GATBY ONE (wp SWANN - ODESA)

Figure 5: T356 Final

ATTACHMENTS

T356 and Victor Airways V44-214, V214-268, V268, V31-33-93, V378-499

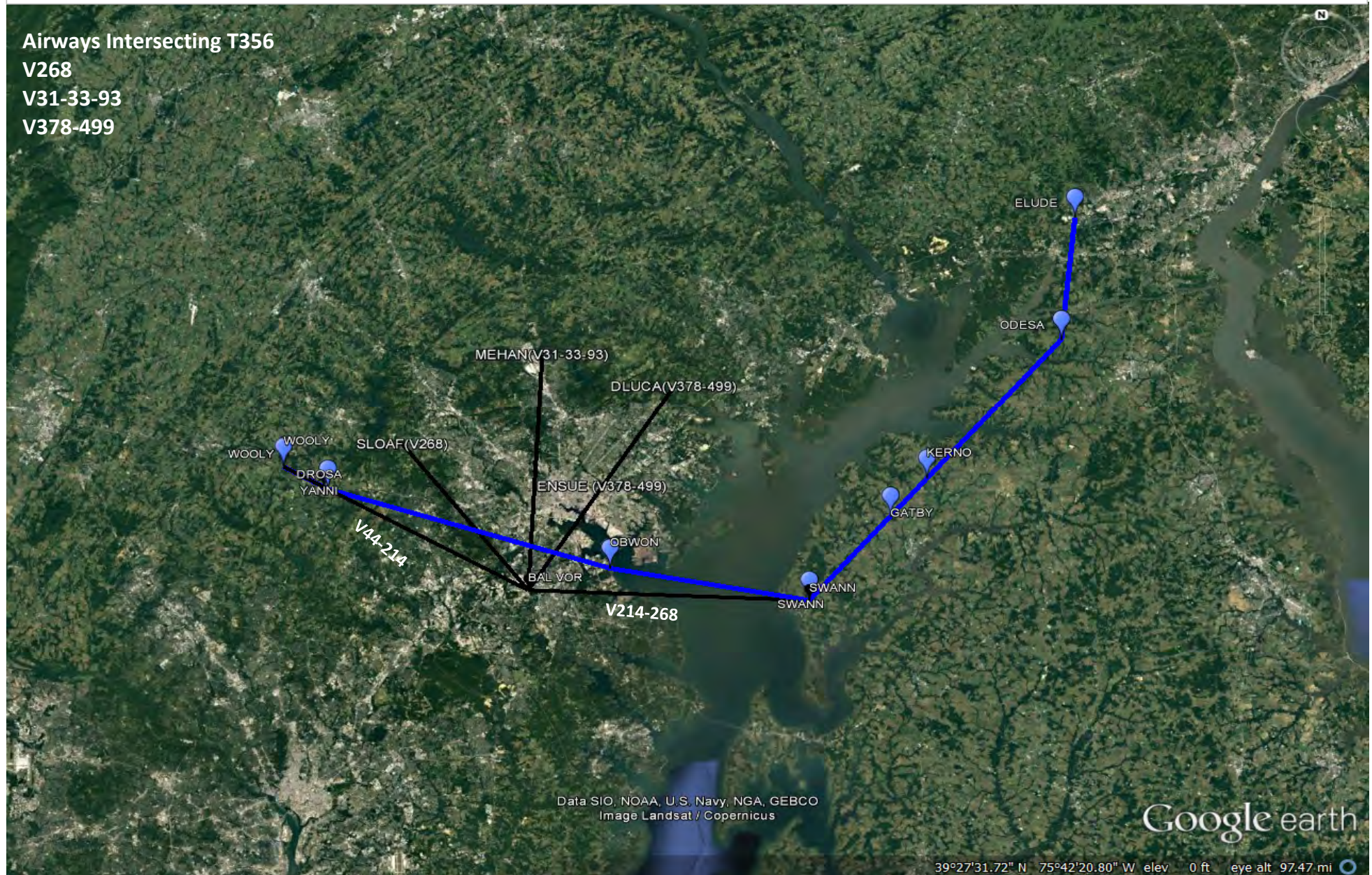


Figure No. 1

BWI ARRIVALS (Sept 1-30 2018)

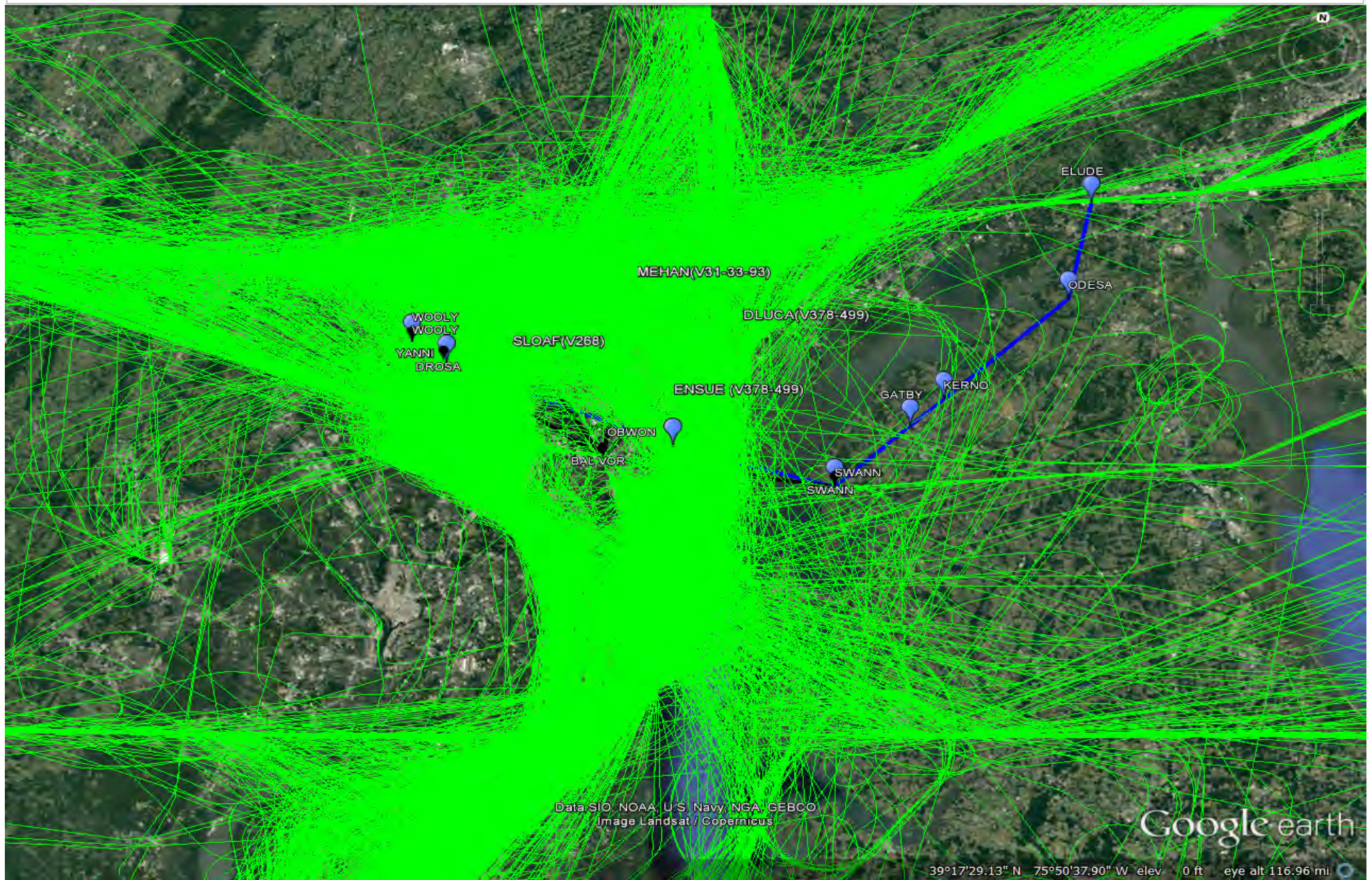


Figure No. 2

Victor Airways V44-214, V214-268, Traffic

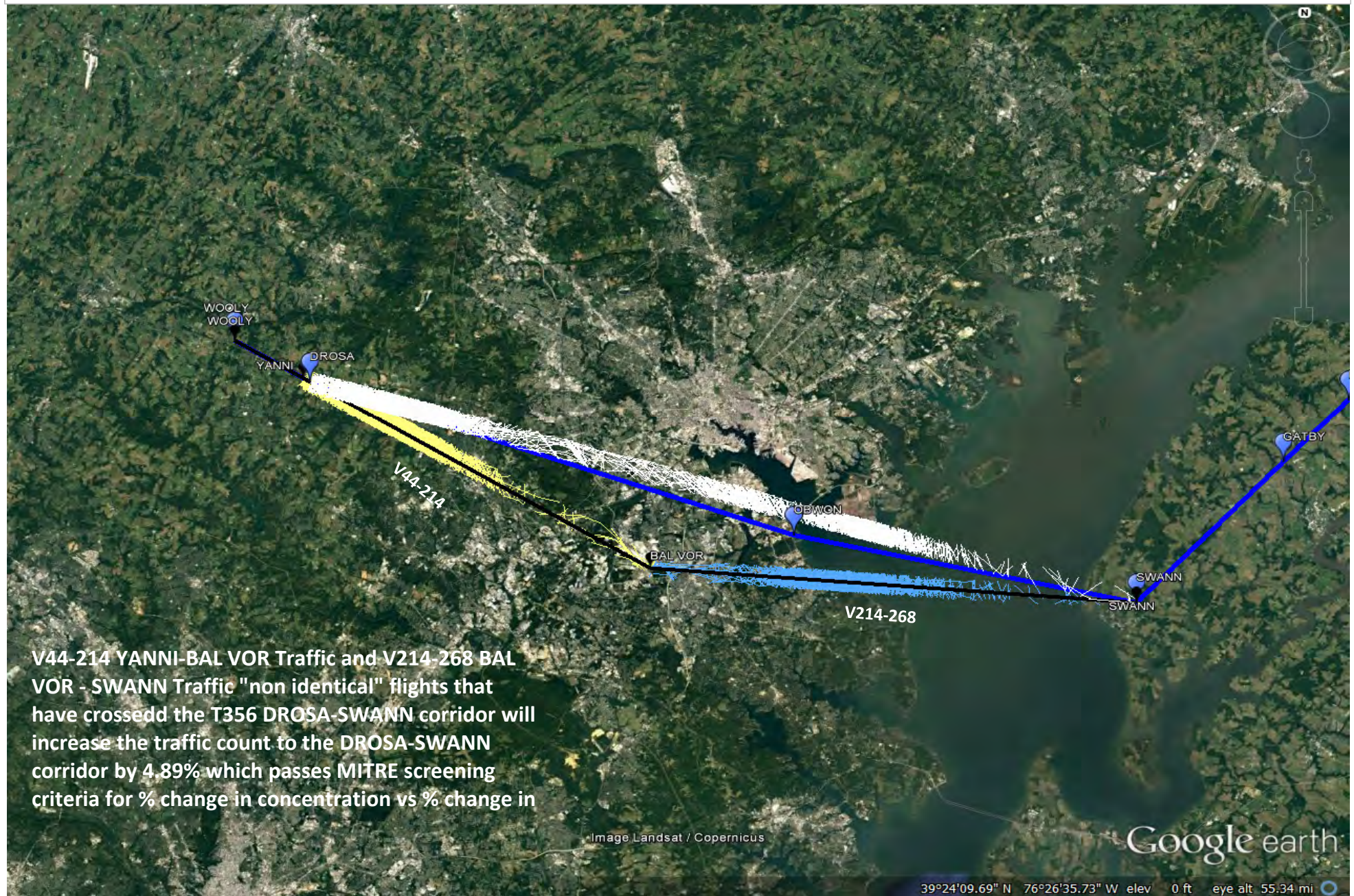


Figure No. 3

T356 - Victor Airways V44-214, V214-268, V268, V31-33-93, V378-499 - Overlay GATBY ONE

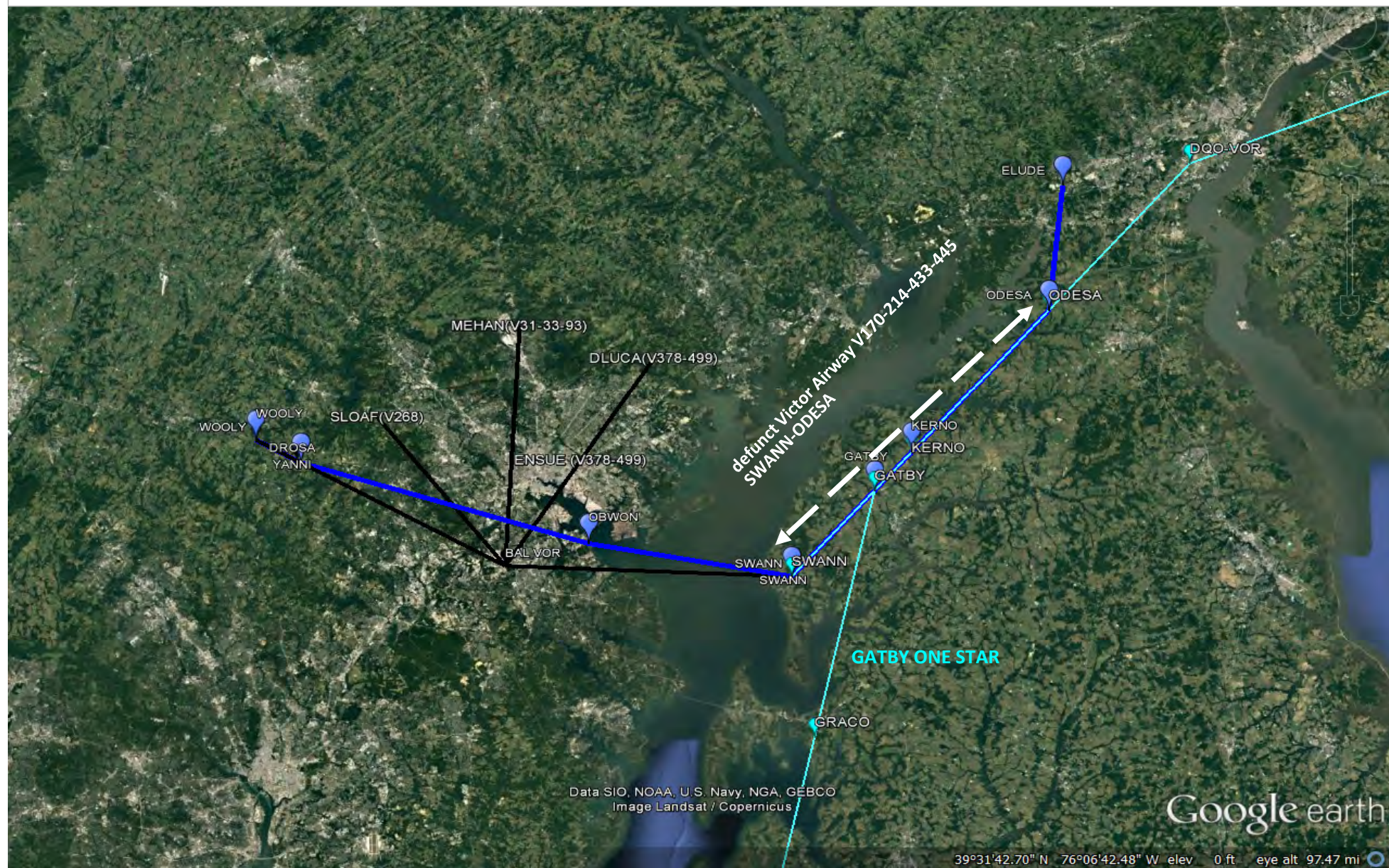


Figure No. 4

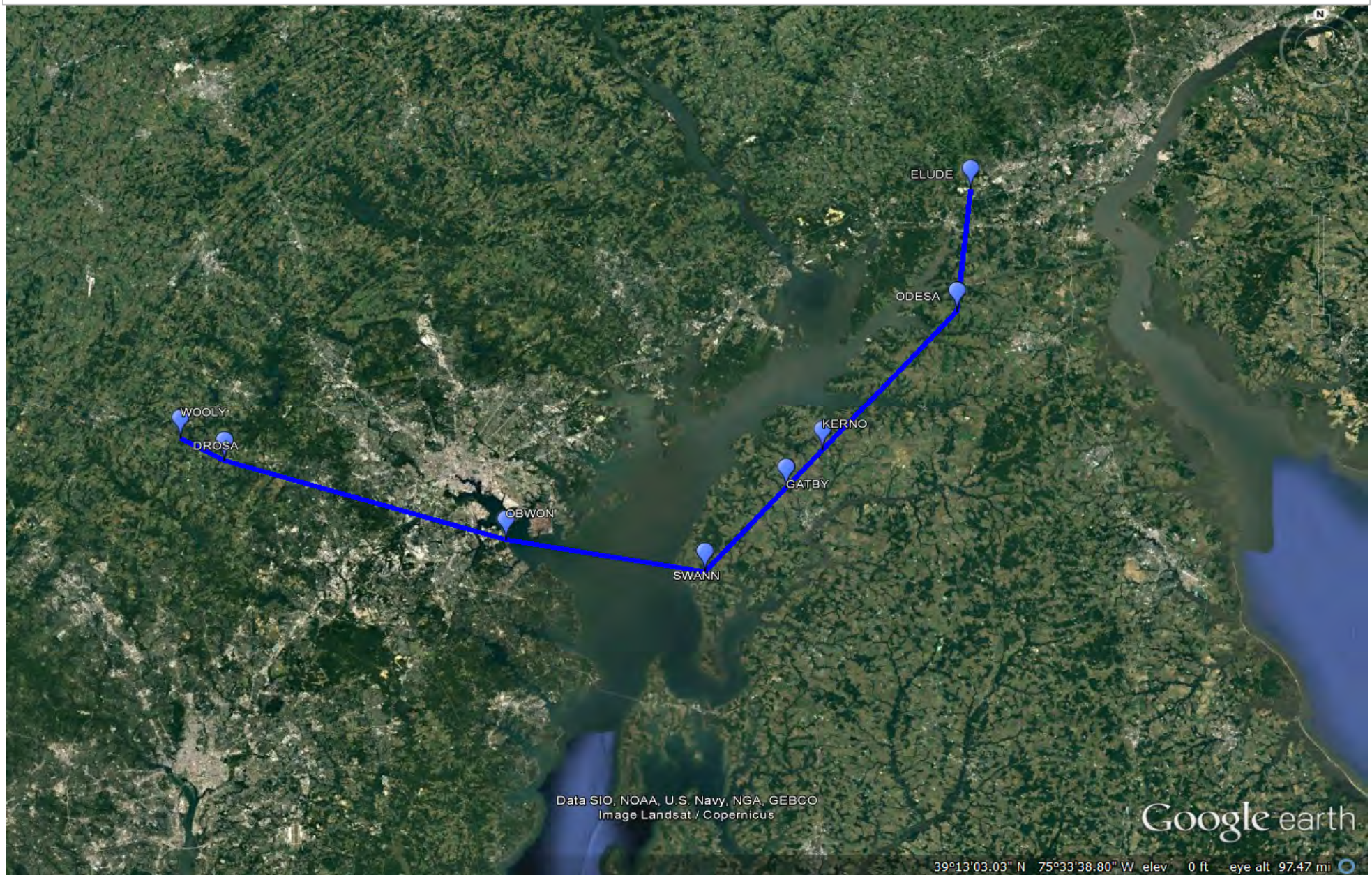


Figure No. 5