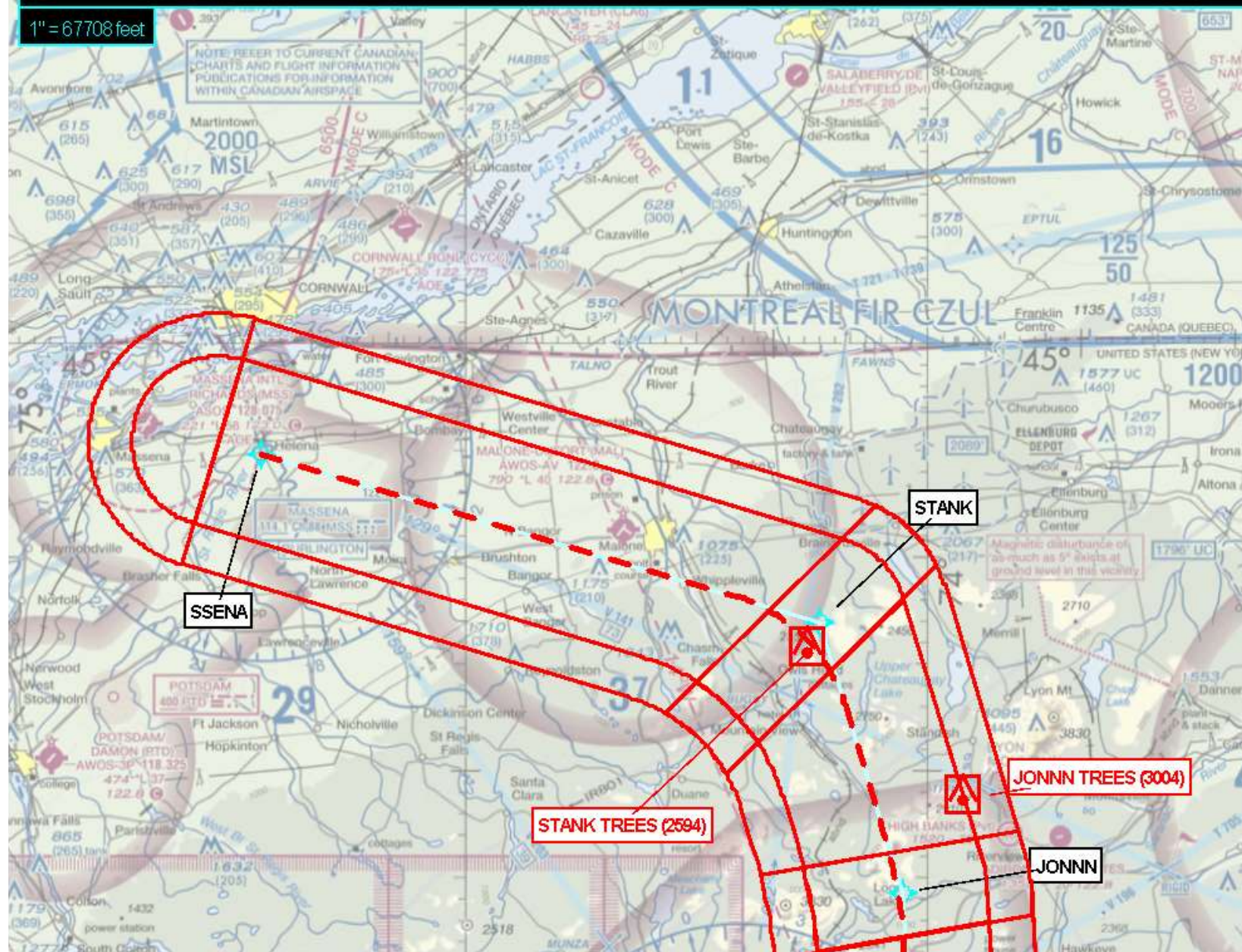


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Segment	Estimated Chart Date: 09/10/2020	APWS Task ID: BBEFD4AD9358489BAD8057D6D1FAE853	APWS Project ID: E6F845B759064838BD4FFD600A08172F
Procedure: T300 SENA, NY TO DEEPO, MA		Enroute: YES	Specialist: Carlson, Kelly		Agreement Number:
Airport ID:	Airport Name:		Airport City:		State:
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: STARTING POINT: SENA, NY 445451.43N/0744321.31W  AIRSPACE DOCKET: 19-ANE-5  CONTACT WARDELL HENNING 405-954-9954</div> <div>QUALITY 3 CHECKED</div>					

1" = 67708 feet

NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AIRSPACE





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1" = 67708 feet

JONNN TREES (3004)

JONNN

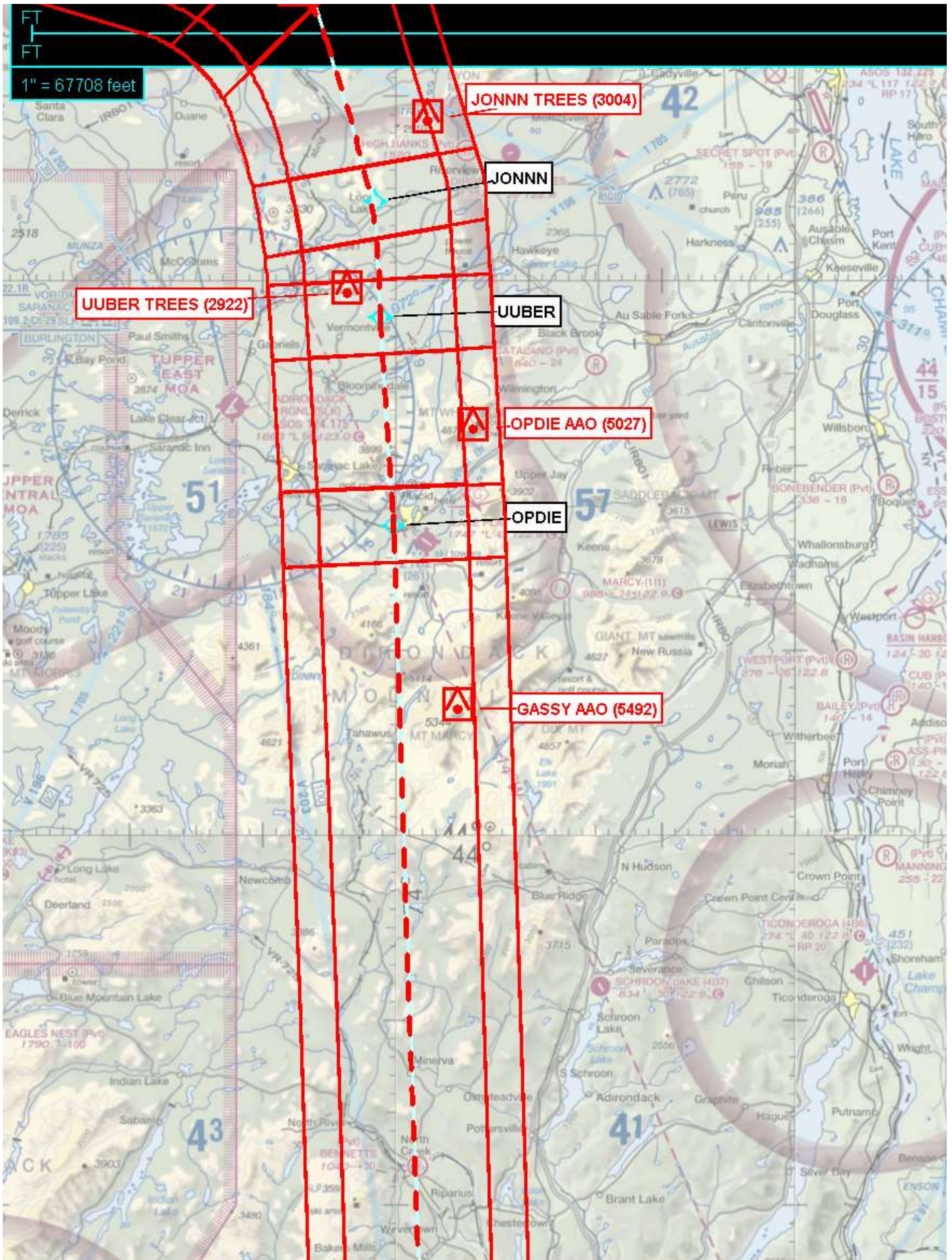
UUBER TREES (2922)

UUBER

OPDIE AAO (5027)

OPDIE

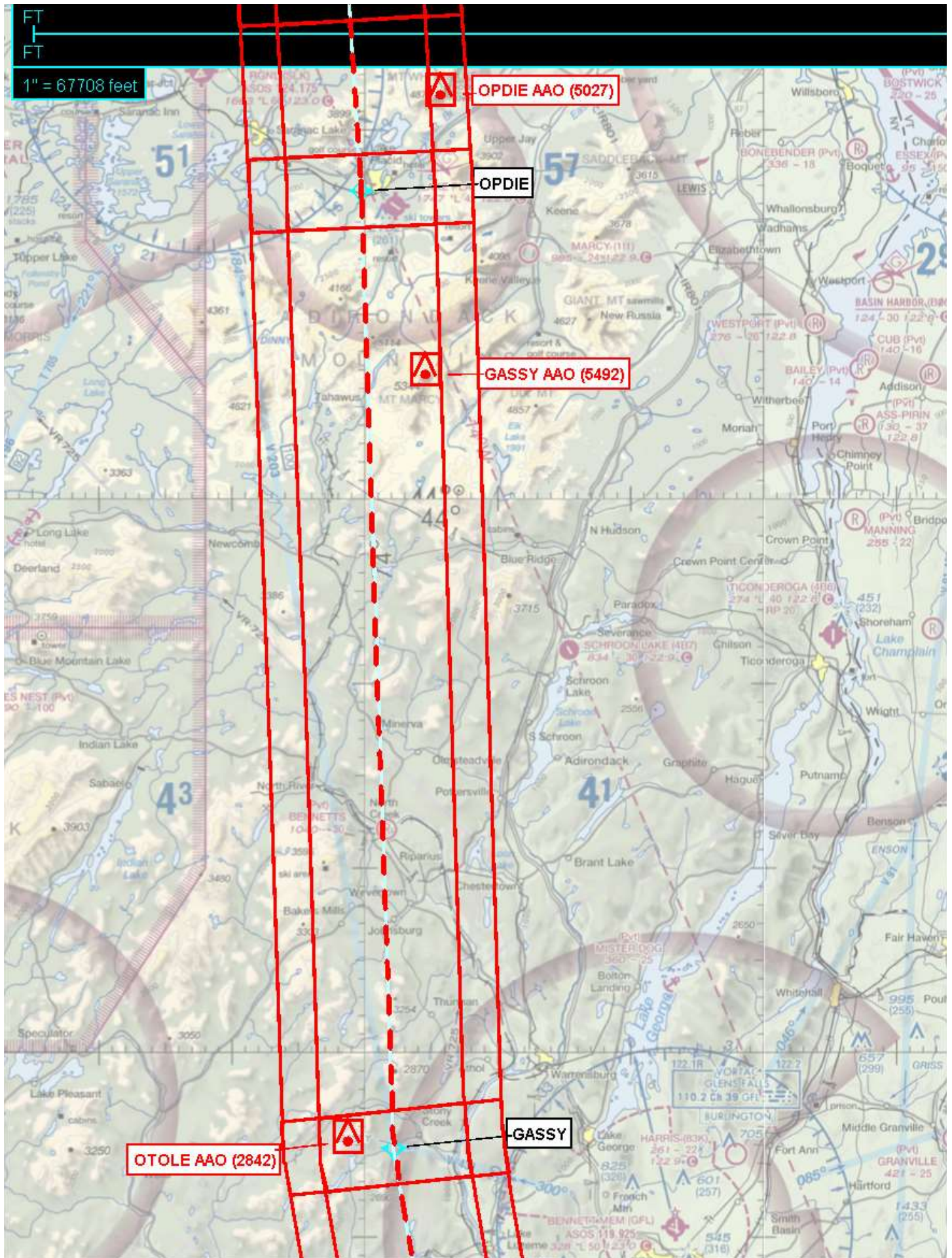
GASSY AAO (5492)





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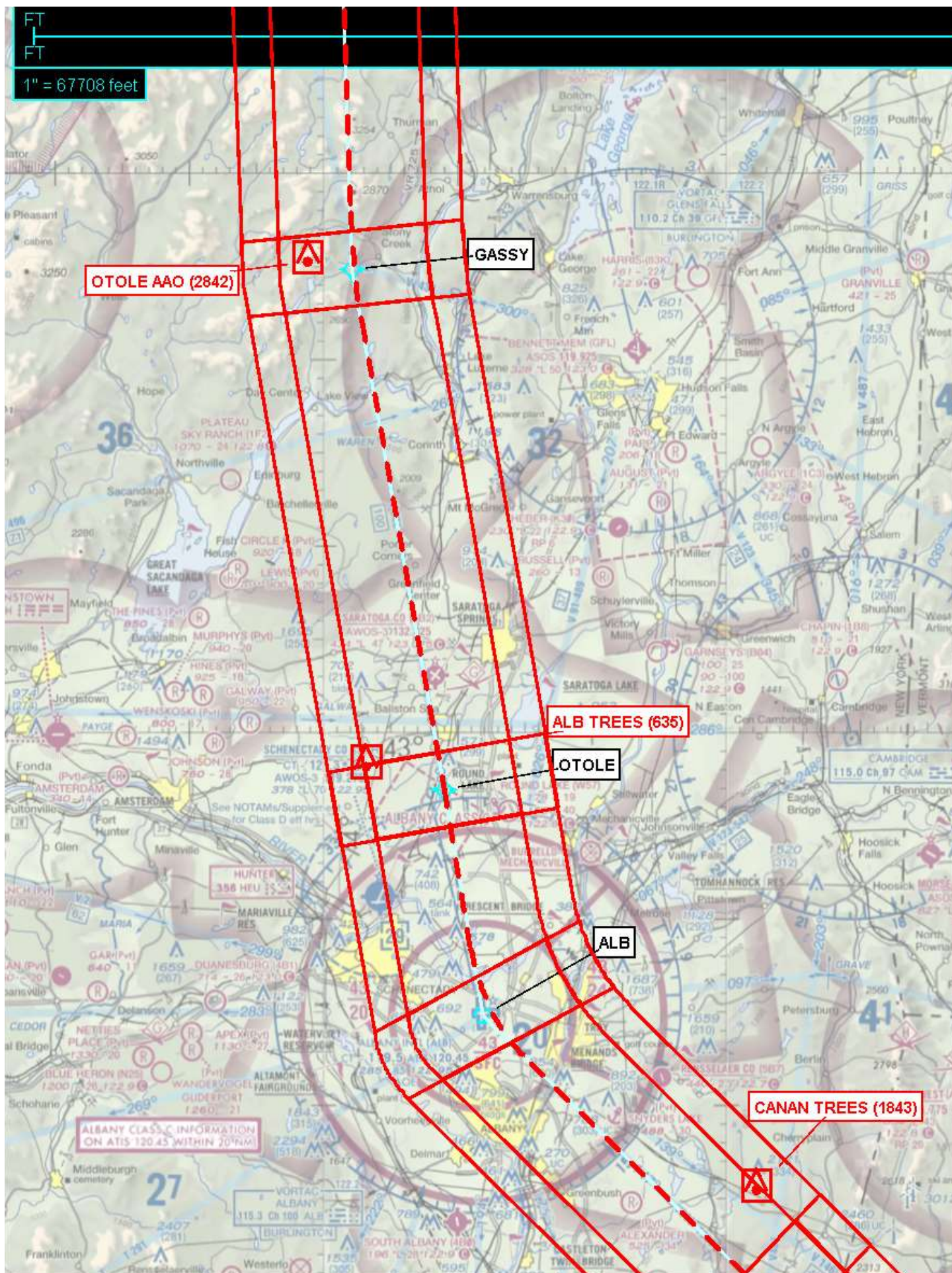
1" = 67708 feet



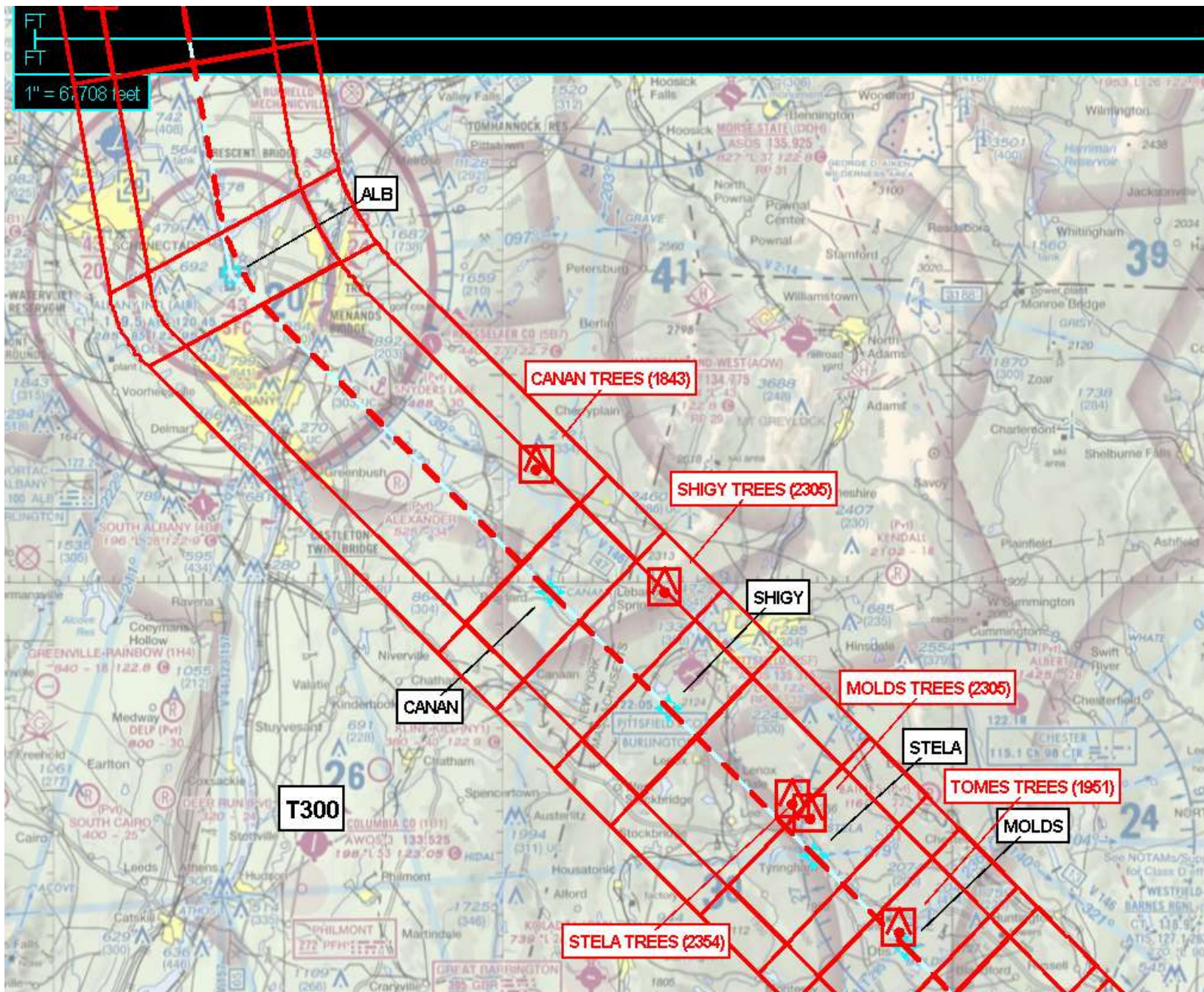


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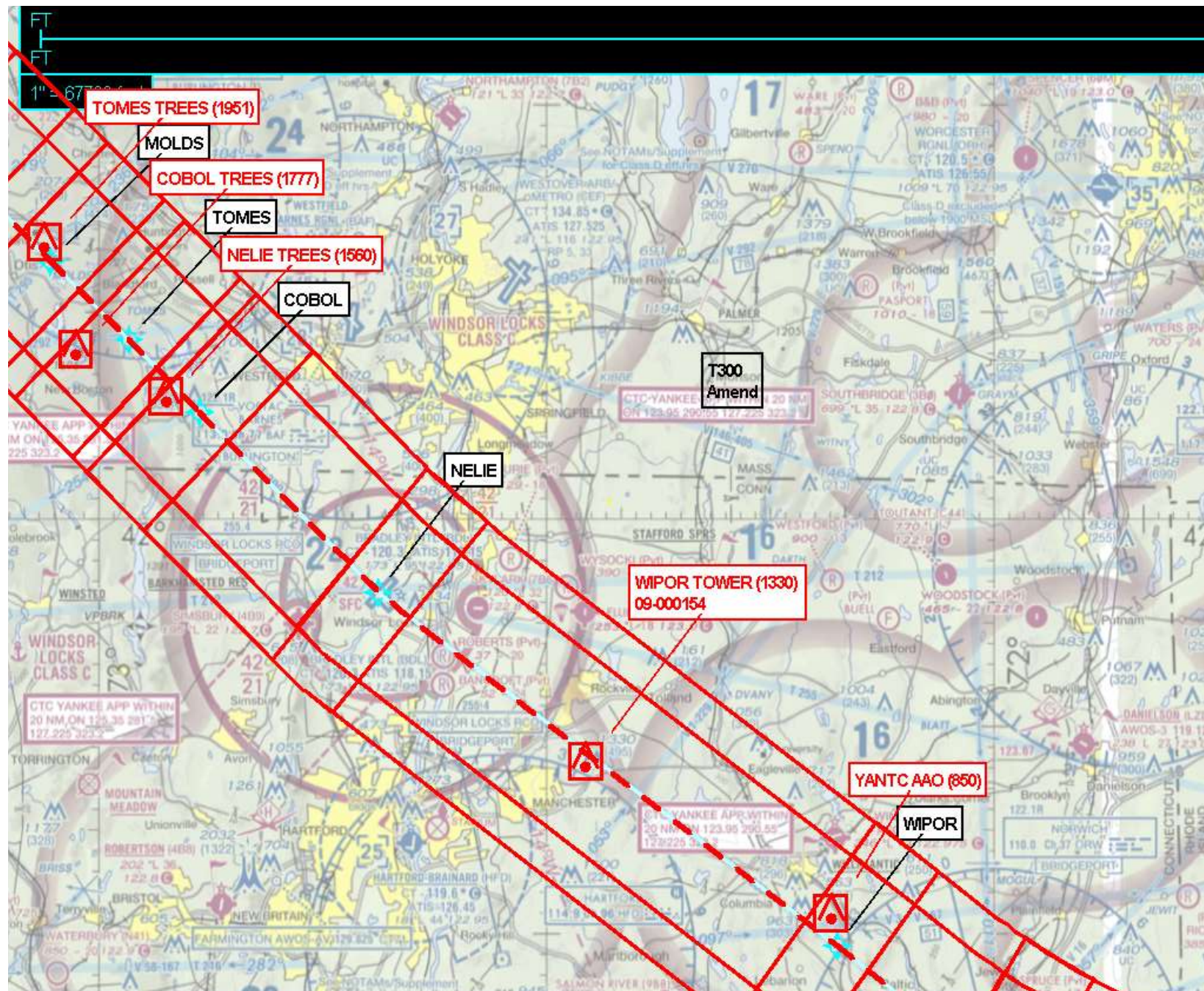
1" = 67708 feet







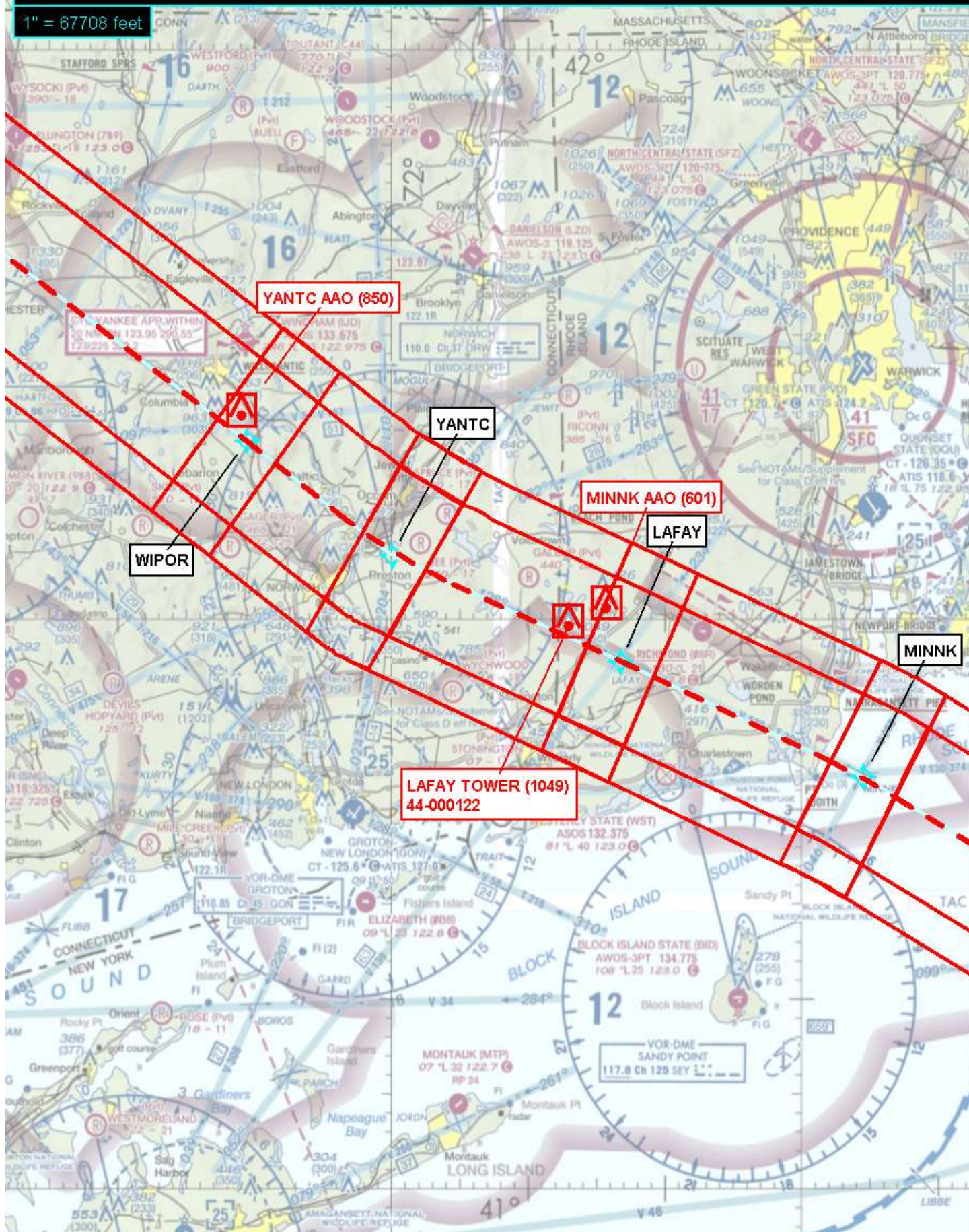






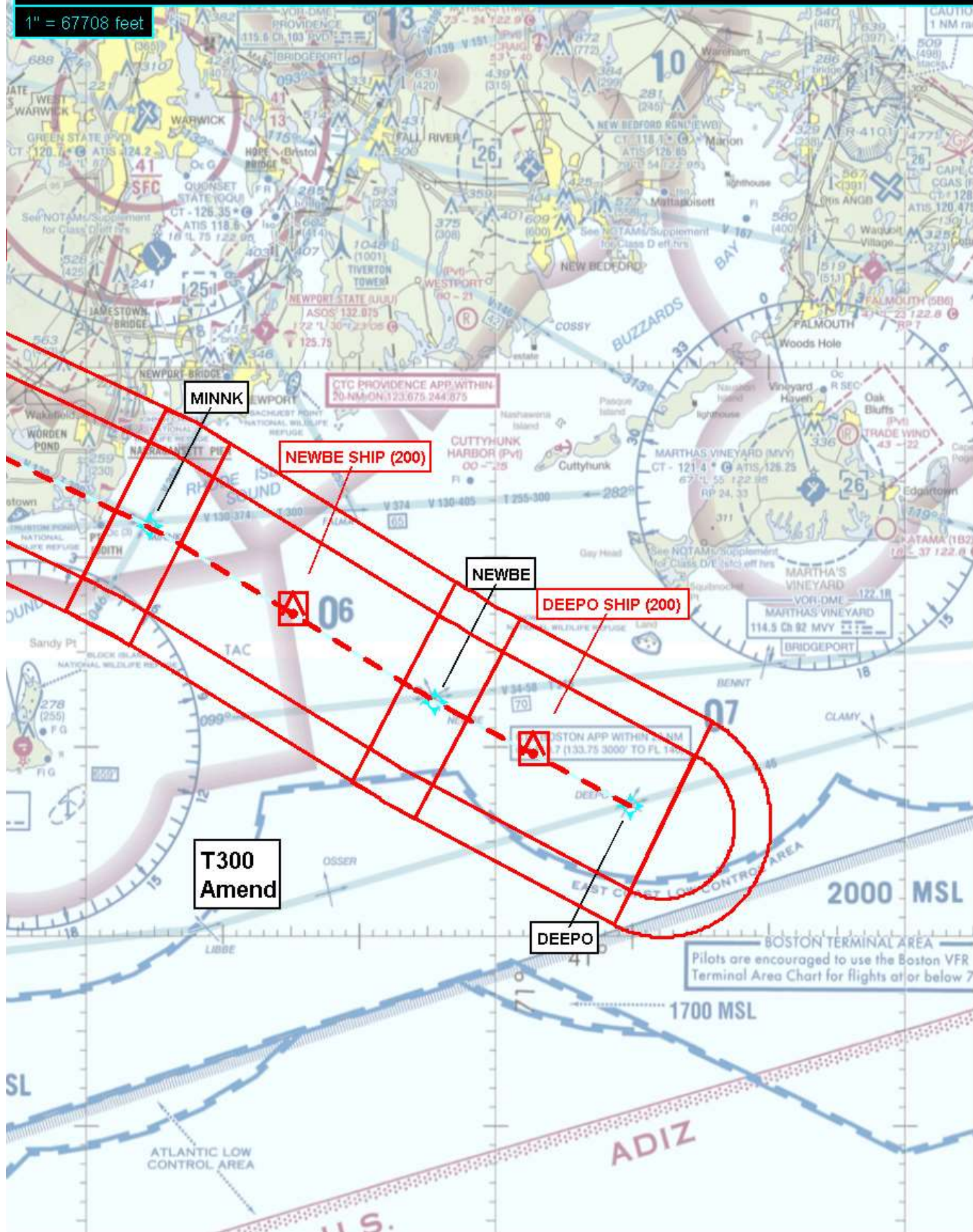
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1" = 67708 feet





1" = 67708 feet





**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 (T) T-300;

T-300 will;

Begin 33 nautical miles (nm) offshore at waypoint (wp) DEEPO and terminate at wp SSENА.

Overlay and replace the existing T-300 route from wp MINNK to Albany (ALB), New York Very High Frequency Omnidirectional Range (VOR).

Overlay and replace the existing Victor Airway (V203) from wp STELLA to wp GASSY.

Replace the V203 wp GASSY to Messina (MSS), New York VOR segment with the wp GASSY, OPDIE, UUBER JONNN, STANK and SSENА route structure.

Have waypoints (wps) DEEPO, NEWBE, MINNK, YANTC, NELIE, ALB VOR, wps OTOLE, GASSY, OPDIE, UUBER, JONNN, STANK and SSENА as part of the legal description of the route proceeding from south to north.

**Purpose and Need for the Proposed Action:**

The purpose and need for the proposed action is to reduce the National Airspace System (NAS) dependency on ground based navigational systems and assist with the transition to a more efficient Performance Based Navigation (PBN) route structure.

**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.



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

**The Applicable Categorical Exclusions Are:**

§5-6.5(a): Rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points). (ATO)

§5-6.5(g): Establishment of Global Positioning System (GPS), Flight Management System (FMS), Area Navigation/Required Navigation Performance (RNAV/RNP), or essentially similar systems that use overlay of existing flight tracks. For these types of actions, the Noise Integrated Routing System (NIRS) 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 February 7, 2020

Chuck Armstead

NISCIII Contract Support - Environmental Engineer  
Environmental, CI and NAS Analytics (ECINA)  
Eastern Service Center Air Traffic Organization  
Phone: Office: (404)-305-6692

Concurrence by:



Date February 10, 2020

Andrew Pieroni

Environmental Protection Specialist  
Environmental, CI and NAS Analytics (ECINA)  
Eastern Service Center Air Traffic Organization  
Phone: Office: (404)-305-5586



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

Approved by:

*Charles J Gibson*  
Charles Gibson

Date 02/10/2020

Manager - Environmental, CI and NAS Analytics (ECINA)

Eastern Service Center Air Traffic Organization

Phone: Office: (404)-305-5618

**ATTACHMENTS**

Figure 1: T-300 Existing

Figure 2: Victor Airway (V203) Existing and T-300 Existing

Figure 3: T-300 (Amended) overlay of T-300 (Existing) and V203 (STELLA..GASSY)

Figure 4: T-300 (Amended) - V203 (GASSY..MSS VOR) - TUPPER MOA, MSS Dependent Airways

Figure 5: T-300 (Amended) - Existing flight track data (30 Days) arrivals to KMSS

Figure 6: T-300 (Amended) Final



# **ATTACHMENTS**



## T-300 (Existing)

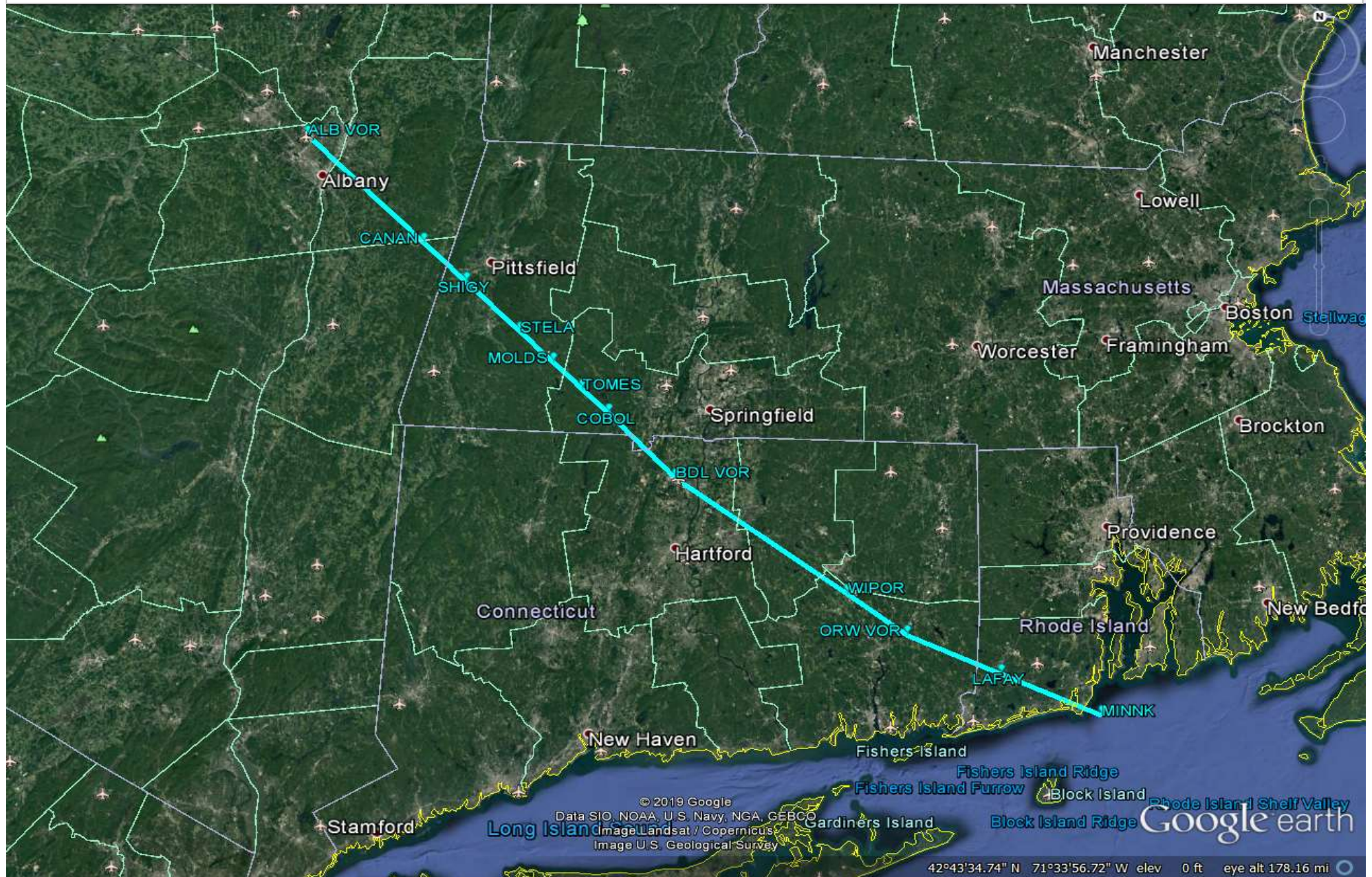
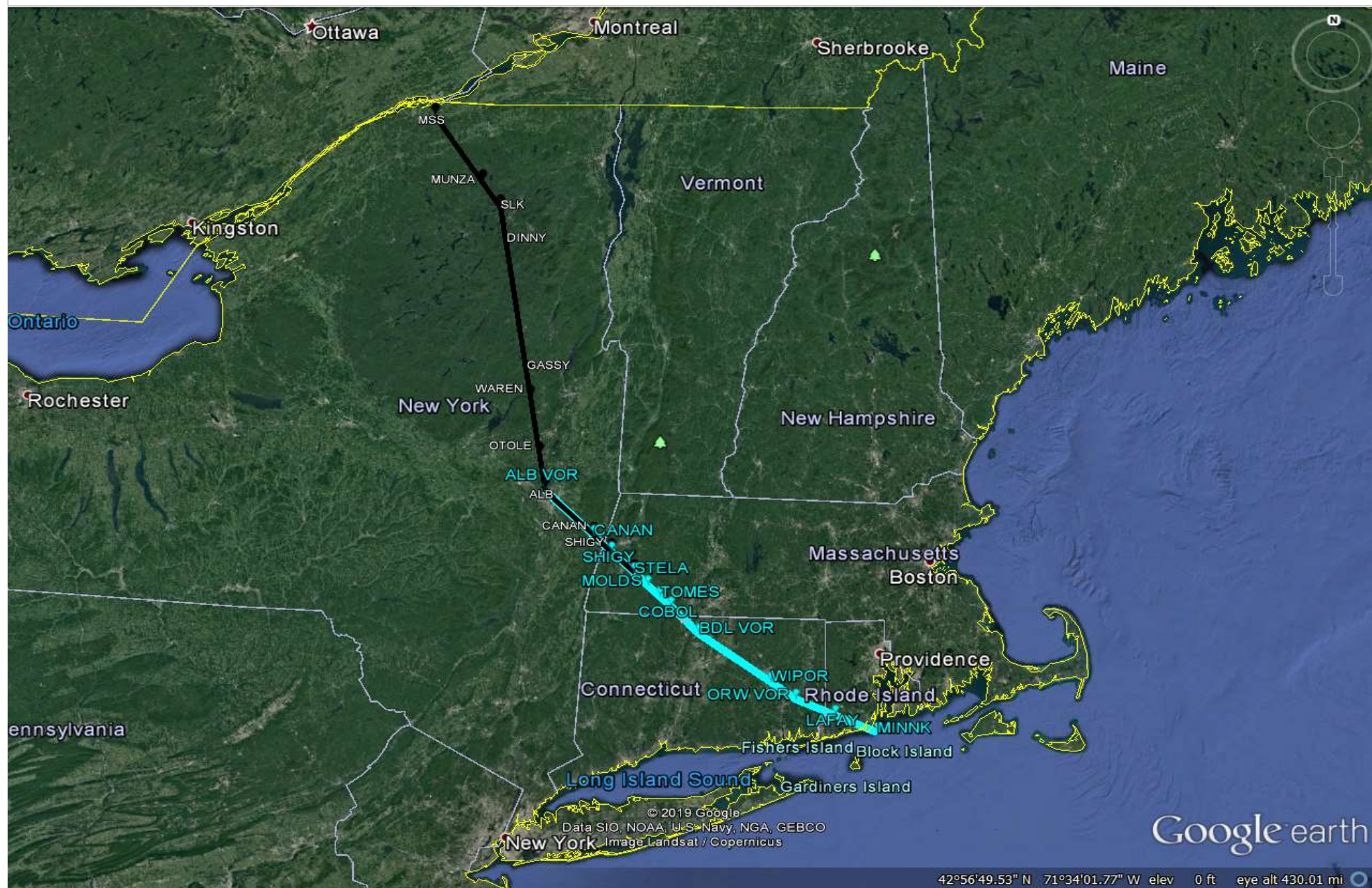


Figure No. 1



## Victor Airway (V203) Existing and T-300 (Existing)





# T-300 (Amended) overlay of T-300 (Existing) and V203 (STELLA..GASSY)

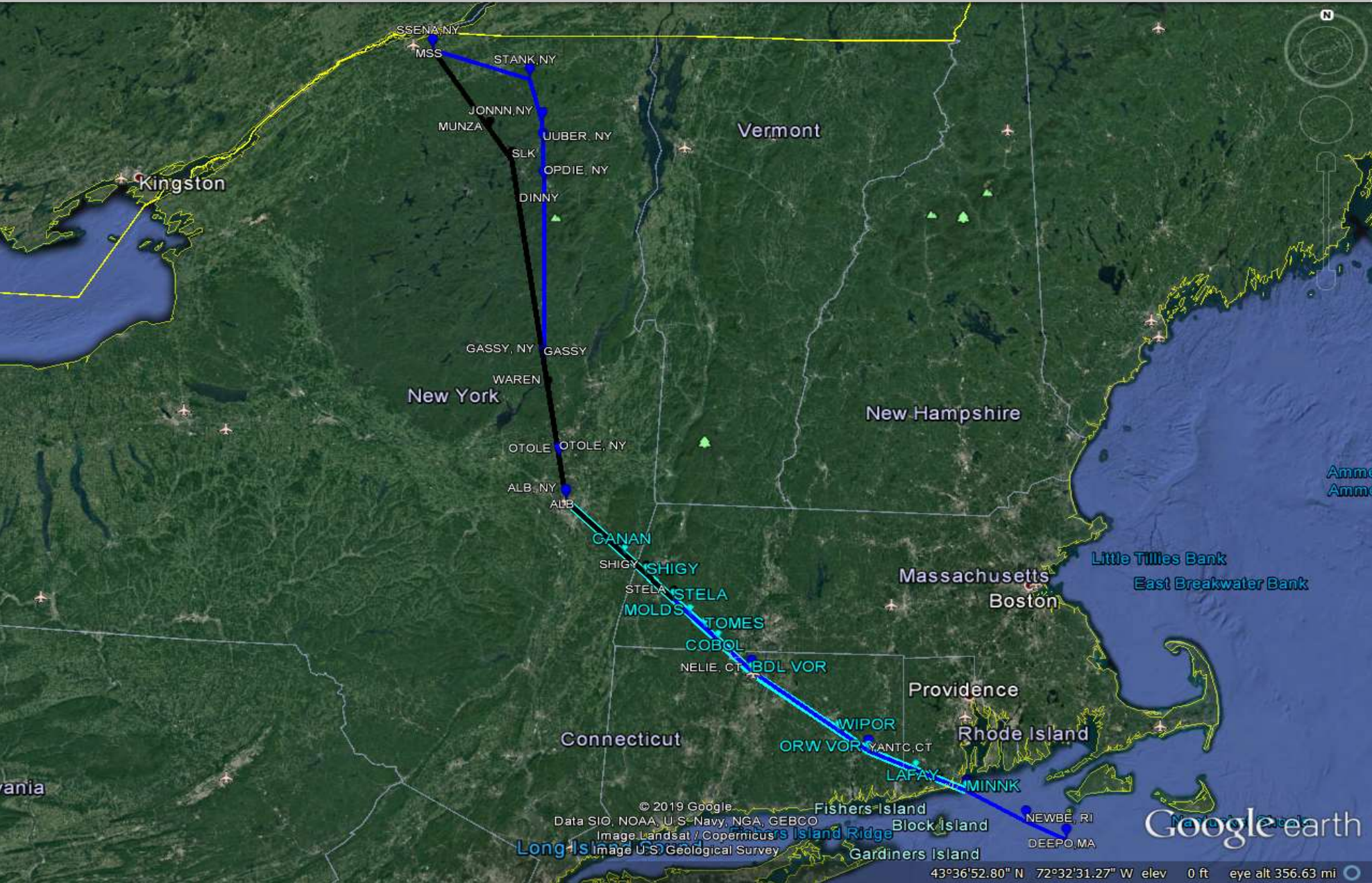
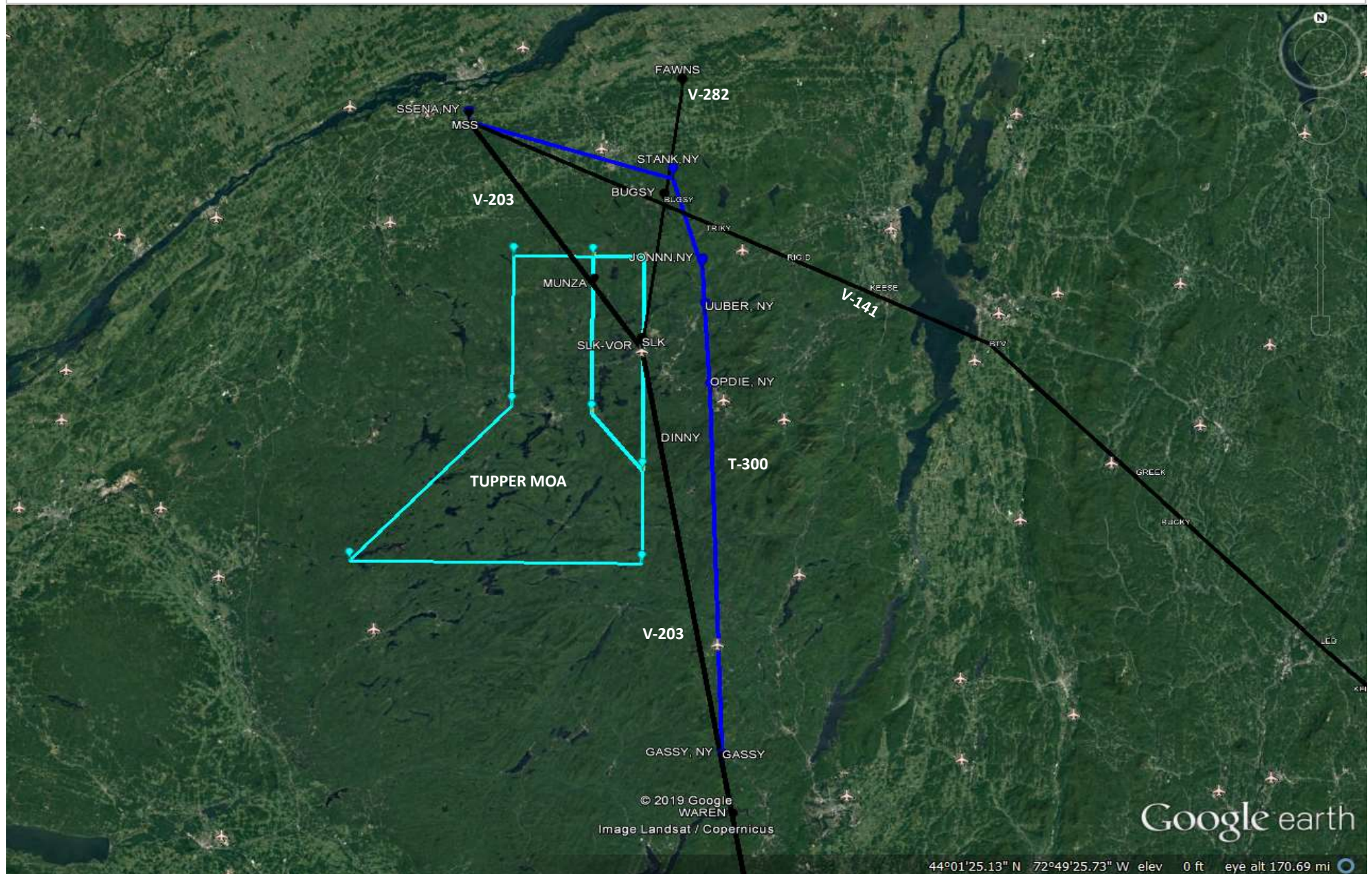


Figure No. 3

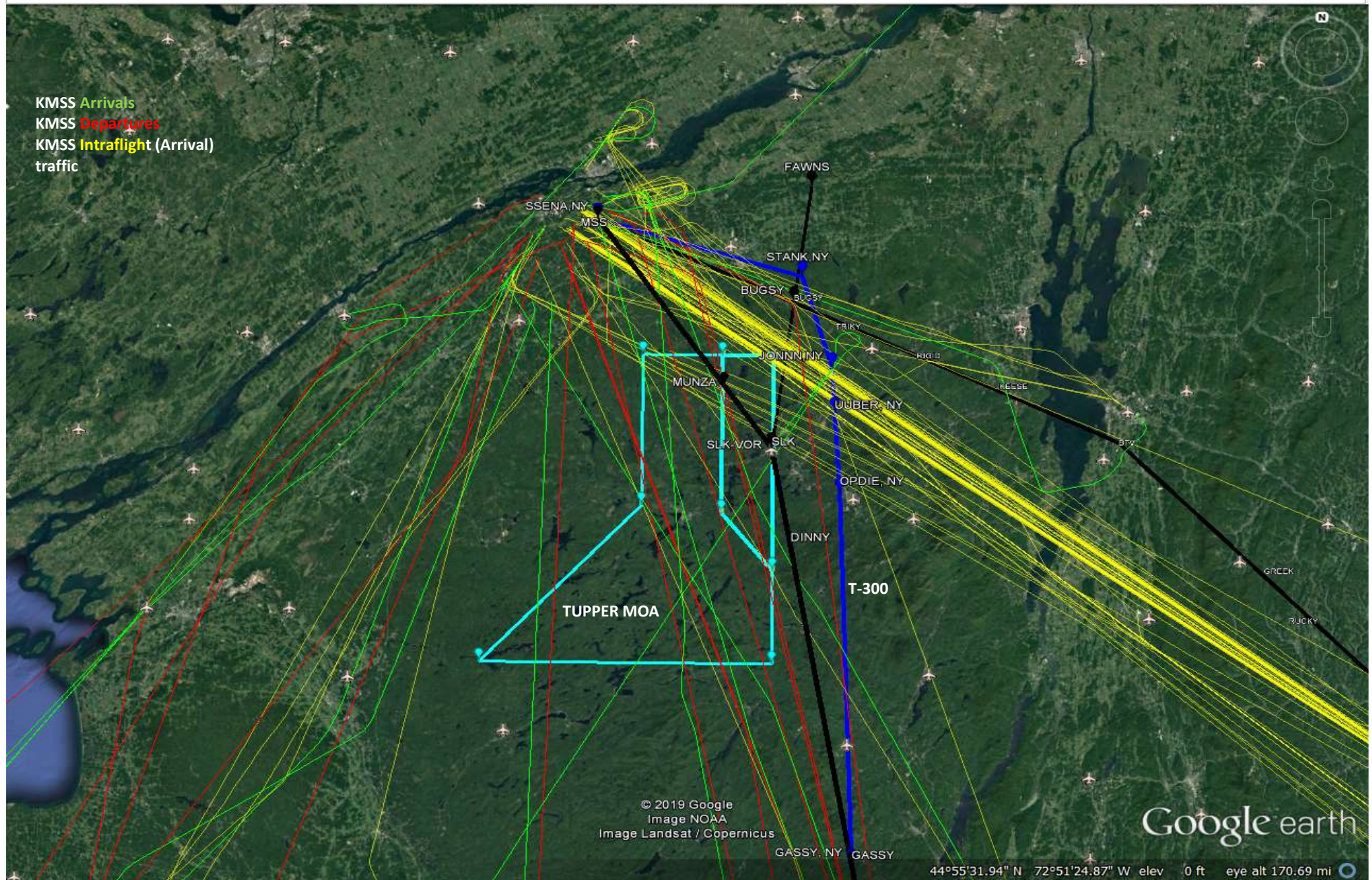


T-300 (Amended) - V203 (GASSY..MSS VOR) - TUPPER MOA, MSS Dependent Airways





## T-300 (Amended) - Existing flight track data (30 Days) arrivals to KMSS





# T-300 (Amended) - Final

