

Federal Aviation Administration Categorical Exclusion Declaration

Date: 12/15/22

IFP: Maxfield, Jacob (Jacob.Maxfield@faa.gov)

Airport Contact: -

Request ID: 1ME2_221213

Single or Multiple Procedure: Multiple

Procedure Name(s): COPTER RNAV (GPS) M 351 CLBEE ONE DEPARTURE (RNAV)

Procedure Request Description:

The Maine General Medical Center/Waterville Heliport (1ME2) located in Waterville, Maine, requested two new routes that are "COPTER RNAV (GPS) M 351" and "CLBEE ONE DEPARTURE (RNAV)". These routes will support the Life Flight of Maine requirement to structure their service area in the State of Maine. This CatEx will be incorporated into the Environmental Assessment (EA) that is currently being authored by a Third Party contractor, and reviewed by the Federal Aviation Administration. This procedure is not expected to exceed 10 flights a day, or the 2 minute hover time constraint. Based on the information reviewed, the FAA does not anticipate reportable or significant noise impacts to the subject property.

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 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion are:

- 5-6.5.h:** Establishment or modification of helicopter routes that channel helicopter activity over major thoroughfares and do not have the potential to significantly increase noise over noise sensitive areas. (ATO, AVS)
- 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)
- 5-6.5.j:** Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts. (ATO)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: JEREMY ALAN HOGARD Digitally signed by JEREMY ALAN HOGARD
Date: 2022.12.15 09:13:08 -05'00' Date: _____

Title: Environmental Protection Specialist

Approved By: LISA FAVORS Digitally signed by LISA FAVORS
Date: 2022.12.15 11:28:31 -05'00' Date: _____

Title: Acting Manager, OSG ESC ECINA (AJV-E25)