

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

**Ontario International Airport (KONT)
Ontario, CA**

**JCKIE TWO STAR
Runway 26 RNP**

Description of Action:

The Federal Aviation Administration (FAA) proposes the creation of the JCKIE TWO Area Navigation (RNAV) Standard Terminal Arrival Route (STAR) at Ontario International Airport (KONT), in Ontario, California. In addition, the existing Required Navigation Performance (RNPs) to Runway 26 will be adjusted to accommodate the JCKIE TWO STAR.

The proposed JCKIE TWO STAR procedure at ONT was designed with RNAV and Global Position System (GPS) navigation, which enables a precise and repeatable path for aircraft. The FAA identified an opportunity to consolidate two routes to provide the same nighttime overflight relief the JCKIE ONE STAR offered as well as providing the required separation from other air traffic routes.

The proposed JCKIE TWO STAR procedure is designed with RNAV (GPS) guidance for arriving aircraft. There are two STARS into ONT including the EAGLZ and the JCKIE ONE RNAV STARS. The EAGLZ was designed through the Southern California Metroplex Project (SoCal Metroplex) and the JCKIE ONE was designed post implementation of the SoCal Metroplex as a night time only procedure. The JCKIE ONE STAR is not operated during the day-time due to conflicting traffic on the DNSEE STAR that are arriving into John Wayne-Orange County Airport (SNA) and Long Beach Airport (LGB). The EAGLZ STAR is used during the day.

The FAA identified an opportunity to merge the JCKIE ONE and EAGLZ STAR procedures into one procedure. This requires altitude modifications, adding runway transitions and some lateral route shifts to more closely align the route with existing JCKIE ONE. The new JCKIE TWO STAR provides separation from conflicting arrival traffic from SNA and LGB airports while potentially providing some noise reduction to noise sensitive areas. The EAGLZ STAR will be canceled when JCKIE TWO STAR is published.

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.

CATEX MEMO – ONT JCKIE TWO STAR

Basis for this Determination:

The Air Traffic Initial Environmental Review (IER) 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.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)

Recommended by:

Facility Manager Review/Concurrence

Signature:  6/13/19
Name: Dave Foyle
General Manager
Los Angeles District

Concurrence by:

Western Service Area Environmental Specialist

Signature:  12/3/19
Name: Ryan Weller
Environmental Specialist, Operations Support Group
Western Service Center, AJV-W25

Approval by:

Western Service Area Director or Designee Approval

Signature: _____
Name: Shawn Kozica
Manager, Operations Support Group
Western Service Area, AJV-W