

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION CATEGORICAL EXCLUSION
DECLARATION/RECORD OF DECISION**

**Newark Liberty International Airport
EWR RNAV (GPS) X Runway 29 procedure**

Description of Action: The Federal Aviation Administration (FAA) will publish and implement EWR RNAV (GPS) X Runway 29 procedure at Newark Liberty International Airport (EWR). Currently aircraft are vectored to land ILS 4R at EWR on a northeast flow. The EWR RNAV (GPS) X RWY 29 will be used as an overflow procedure when EWR is landing runway 4L/R, and is anticipated to be used only between the hours of 7:00 a.m. and 10:00 p.m., by approximately 1,700 aircraft annually. This is approximately 3% of total landing operations on RWY 29.

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

Basis for this Determination: An Initial Environmental Review was conducted by New York TRACON and reviewed by Eastern Service Center Operations Support Group. This review was conducted in accordance with policies and procedures in FAA JO 7400.2K, Procedures for Handling Airspace Matters, FAA Order 1050.1F, and Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts."

The applicable categorical exclusion is:

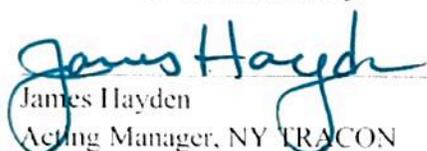
§5-6.5(q): Procedures taken in accordance with Section 213 of the FAA Modernization and Reform Act of 2012, conducted at, above, or below 3,000 feet above ground level (AGL), unless there is a determination that extraordinary circumstances exist: (1) Area Navigation/Required Navigation Performance (RNAV/RNP) procedures proposed for core airports and any medium or small hub airports located within the same metroplex area considered appropriate by the Administrator

Decision: I have carefully considered the FAA's goals and objectives in relation to the proposed EWR RNAV (GPS) X RWY 29 procedure at Newark International Airport discussed in the Initial Environmental Review. After careful and thorough consideration of the information contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the National Environmental Policy Act of 1969.

Under the authority delegated to me by the Administrator of the FAA, I find that the project in this Record of Decision (ROD) is reasonably supported. I therefore direct that action be taken to carry out the following agency action:

1. Approval and implementation of the EWR RNAV (GPS) X RWY 29 procedure at Newark International Airport.

Reviewed/Recommended by:


James Hayden
Acting Manager, NY TRACON

Date: 1/18/17

Concurrence:


Lee Kyker
Environmental Specialist, Operations Support Group

Date: 1/18/17

Approved by:


Jeffrey Vincent, Director, Air Traffic Operations
Eastern Service Area, North

Date: 1/24/17

RIGHT OF APPEAL

This ROD presents the FAA's final decision and approvals for the actions identified, including those taken under the provisions of 49 U.S.C. Subtitle VII, Parts A and B. This decision constitutes a final order of the FAA Administrator subject to review by the Courts of Appeals of the United States in accordance with the provisions of 49 U.S.C. § 46110. Any party seeking to stay the implementation of the ROD must file an application with the FAA prior to seeking judicial relief, as provided in Rule 18(a), Federal Rules of Appellate Procedure.