

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

**John F. Kennedy International Airport (JFK)  
JFK RWY 13L RNAV (GPS) transition to the JFK Instrument Landing  
System (ILS) or Localizer 13L procedure**

Description of Action: The Federal Aviation Administration (FAA) will publish and implement JFK RWY 13L RNAV (GPS) transition at John F. Kennedy International Airport (JFK). The JFK RWY 13L RNAV (GPS) transition was developed as a means of providing approach stability, reducing missed approaches and reducing controller workload for aircraft utilizing the JFK ILS RWY 13L. This will also mitigate increasing minimum vectoring altitude concerns and enhance safety.

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 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.**

Decision: I have carefully considered the FAA's goals and objectives in relation to the proposed JFK RWY 13L RNAV (GPS) transition at John F. Kennedy 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:

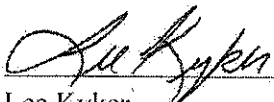
1. Approval and implementation of the JFK RWY 13L RNAV (GPS) transition at John F. Kennedy International Airport.

Reviewed/Recommended by:

  
\_\_\_\_\_  
Stephen McClain  
Support Manager, NY TRACON

Date: 3/17/17

Concurrence:

  
\_\_\_\_\_  
Lee Kyker  
Environmental Specialist, Operations Support Group

Date: 3/17/17

Approved by:

  
\_\_\_\_\_  
William Ruggiero  
Manager, NY TRACON

Date: 3/17/17

#### 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.