

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

(Eastern United States)

(Mandatory Use of the New York North Shore Route for Helicopters
Along the North Shore of Long Island, NY between Waypoint VPLYD and Orient Point)

Description of Action:

This proposed action would require helicopter operators to use the New York North Shore Route between the fixed waypoint VPLYD and Orient Point when operating in that area of Long Island, New York. The New York North Shore Route was added to the New York Helicopter Route Chart in 2008, and the use of that route is currently voluntary. The intended effect of this proposal is to maximize utilization of the existing route flown by helicopter traffic along the north shore of Long Island and reduce the noise effects on nearby communities.

This action would require civil helicopters along Long Island, New York's northern shoreline to follow the currently voluntary New York North Shore Route between the fixed waypoint VPLYD and Orient Point. The FAA is aware that several conditions may exist for which helicopter operators would need to deviate from the route. Therefore, provisions are included in the associated Rule that take into consideration the wide variety of helicopters, their associated performance and mission profiles, the dynamic weather environment along the route, and the pilot's responsibility to maintain safe operations at all times.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and determined, by the undersigned, that it is categorically excluded from further environmental documentation according to Order 1050.1E, "Environmental Impacts: Policies and Procedures", paragraph 312f. Specifically, paragraph 312f states that "Regulations, standards, and exemptions (excluding those which if implemented may cause a significant impact on the human environment)" are categorically excluded from further environmental review.

The existing New York North Shore Route is a visual flight rules (VFR) route, use of which is voluntary. Additionally, the route is located entirely over water and away from noise sensitive locations. Therefore, implementation of the proposed rule is not expected to result in significant adverse impacts to the human environment.

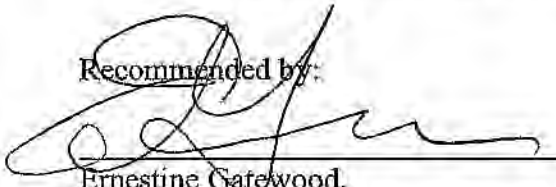
Further, in accordance with paragraph 304, there are no extraordinary circumstances associated with implementation of this action, which would preclude the use of the categorical exclusion listed above. Specifically, this action will not:

1. have an adverse effect on any National Historic Preservation Act properties;

2. impact properties under section 4(f) of the Department of Transportation Act;
3. impact resources under the Endangered Species Act;
4. cause a division or disruption to an established community;
5. cause an increase in congestion of surface transportation;
6. have an impact on noise levels of noise-sensitive areas;
7. have an impact on air quality;
8. have an impact on water quality;
9. have effects on the quality of the human environment that are likely to be highly controversial (i.e., create a substantial dispute related to the size, nature, or effect) on environmental grounds;
10. be likely to be inconsistent with any Federal, State, Tribal, or Local laws; or
11. be likely to directly, indirectly, or cumulatively create a significant impact on the human environment.

Basis for this Determination: The Environmental Programs Group in the Office of System Operations and AIM conducted this Environmental Review in accordance with policies and procedures in the Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1E.

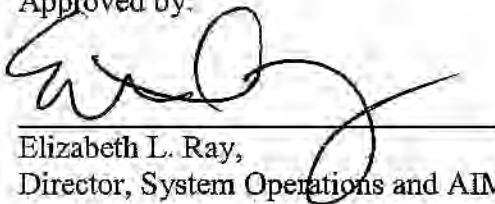
Recommended by:



Ernestine Gatewood,
Manager, Environmental Programs Group

Date: 4/8/2010

Approved by:



Elizabeth L. Ray,
Director, System Operations and AIM

Date: 4/13/2010