# APPENDIX G

## Correspondence In Support of the Draft Environmental Assessment

U.S. Department
of Transportation
**Federal Aviation
Administration**

Eastern Service Center

1701 Columbia Avenue
College Park, Georgia 30337

June 18, 2020

Mr. William Galvin
Chair of the Massachusetts Historical Commission, State of Massachusetts
Massachusetts Historical Commission
220 Morrissey Blvd
Boston, MA 02125

**Reference: Section 106 Consultation Initiation for the Proposed RNAV (GPS) RWL 4L Approach Procedure at Boston Logan International Airport**

Dear Mr. Galvin,

The Federal Aviation Administration (FAA) is evaluating a new proposed Area Navigation (RNAV) Global Positioning System (GPS) instrument approach procedure at Boston Logan International Airport (BOS). This new procedure would allow for aircraft to land onto Runway 4L with GPS technological automation as well as allow for landing during low visibility conditions. These additional procedural capabilities would increase the safety and efficiency of the airspace around BOS. Publication of the proposed procedure would constitute an undertaking under Section 106 of the National Historic Preservation Act (NHPA). Therefore, the purpose of this letter is to initiate consultation under Section 106 and the ACHP's implementing regulations.[1] The FAA intends to satisfy Section 106's public involvement requirements in conjunction with the NEPA process.

## 1. Background Information.

Boston Logan International Airport (the Airport) is a large commercial service airport in Massachusetts, with approximately 340,000 takeoffs and landings in 2019. It is the primary passenger airport for southern New England as well as the region's busiest passenger service airport. Of the twelve runways available at the Airport, Runway 4L is the only runway that typically handles airline arrivals but does not have an Instrument Approach Procedure (IAP) available to assist landings. An IAP is a series of predetermined maneuvers for the orderly transfer of an aircraft under Instrument Flight Rules (IFR) from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. IFR are rules and regulations established by the Federal Aviation Administration to govern flight under conditions in which flight by outside visual reference is not safe. When such conditions are present, these are known as Instrument Meteorological Conditions (IMC). IFR flight depends upon flying by reference to instruments in

[1] https://www.achp.gov/protecting-historic-properties, https://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/guidance/media/section-106-handbook.pdf

the flight deck, and navigation is accomplished by reference to electronic signals.

Currently, while operating in Visual Meteorological Conditions (VMC), aircraft approaching Runway 4L to land are expected to maintain visual separation from other traffic at all times. As these aircraft presently lack vertical and lateral guidance to the runway, pilots must "hand-fly" the aircraft when arriving to Runway 4L, leading to additional cockpit workload during a critical phase of flight. Additionally, the runway is not available during periods of IMC, so operational flexibility is significantly limited during these times. During periods of significant delay, flights can often land much later than originally scheduled, potentially impacting neighbors during late-night hours. Cancellation of flights during periods of significant delay is not uncommon.

The FAA is proposing the implementation of a publicly available (published) RNAV IAP to Runway 4L. The proposed RNAV procedure will provide lateral and vertical guidance, enabling continuous descent to the runway and offering a more predictable, consistent, and stabilized approach path, thus improving safety. The proposed procedure will be used during IMC conditions and during VMC conditions when advised by local air traffic control.

The proposed RNAV (GPS) procedure will provide a stabilized approach with vertical and lateral guidance. This will reduce cockpit workload and allow aircraft to land at RWY 4L in IMC, which will in turn reduce delays at the Airport and upstream through the NAS. The procedure will also allow for greater controller flexibility during VMC conditions. The proposed procedure is designated as an RNAV (GPS) IAP, which requires that an aircraft flying the procedure remain within one nautical mile of the procedure centerline 95% of the total flight time.

The General Study Area (GSA) for the FAA's NEPA review is delineated for purposes of identifying potential environmental impacts. The GSA, as depicted in **Attachment A**, encompasses an area of approximately 1,173 square miles around BOS across Middlesex, Norfolk, Plymouth, and Suffolk counties. The GSA was constructed to encompass the geographic area where an aircraft flight path could be affected as a result of the proposed procedure.

## 2. FAA's Proposed Approach to Defining the Area of Potential Effects

As part of the consultation process required under Section 106, the FAA seeks your input on its proposed approach to identifying the Area of Potential Effects (APE) for the undertaking.

The Section 106 regulations define the APE as "the geographical area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. The Area of Potential Effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."[2]

The Proposed Action will not cause any physical effects. However, pursuant to 36 CFR 800.5(a)(2)(v), the FAA will also consider the potential for the undertaking to introduce visual, atmospheric, or audible elements that could diminish the integrity of a historic property's significant historic features. The FAA will

[2] 36 CFR § 800.16(d), https://www.achp.gov/sites/default/files/regulations/2017-02/regs-rev04.pdf

make this assessment by comparing the expected flight tracks of aircraft flying the BOS 4L RNAV procedure to radar tracks of current arrivals at BOS. Based on this comparison, the FAA will determine whether there will new areas overflown by the Proposed Action, and specifically whether the undertaking has the potential to introduce new visual, atmospheric or audible elements. Any areas that will be introduced to new visual, atmospheric, or audible elements will be considered part of the APE.

The FAA will also consider the potential for the undertaking to have noise effects that could alter the character or use of historic properties. The FAA is in the process of conducting a noise analysis to determine how this undertaking would affect current aircraft noise exposure levels. If the noise analysis indicates there will be any areas that will be subject to a reportable or significant noise increase, as defined in FAA Order 1050.1F, those areas will be considered part of the APE. The FAA invites the SHPO to provide feedback on this approach to determining the APE and assessing impact on historical properties.

## 3. Identification of Interested Parties

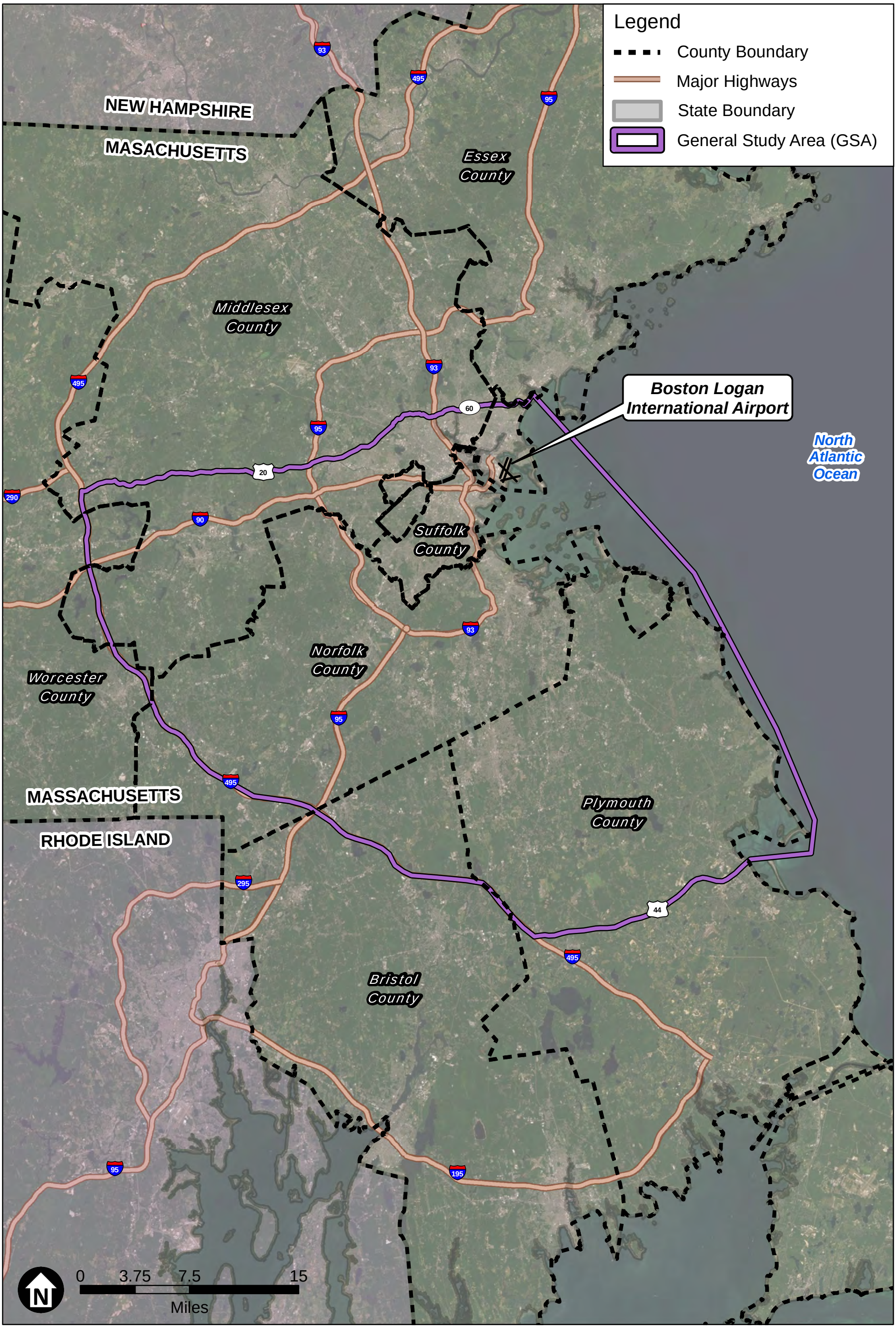
Once the FAA delineates the APE and identifies the resources within that APE, the FAA will invite local governments with jurisdiction over those resources to participate in consultation. Consistent with this effort and to ensure that all interested parties are reached during the outbreak of COVID-19, the FAA requests your assistance to identify other interested parties that should be invited to participate in consultation. An invitation of consultation does not mean that any resources will be necessarily identified as affected or impacted by the proposed procedure.

We look forward to hearing back from you and consulting with you on our approach to comply with Section 106 of the NHPA and in the identification of interested parties. If you have any initial comments or questions on this undertaking, please contact Veronda Johnson at (404)-305-5598, or at veronda.johnson@faa.gov.

Sincerely,

*Veronda Johnson*

Veronda Johnson
Environmental Protection Specialist
Operations Support Group
Eastern Service Center




SOURCE: Esri; Prepared by Jacobsen Daniels, 2020

Boston Logan RNAV (GPS) RWY 4L EA

**Attachment A**
BOS EA General Study Area

APPENDIX A

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD
BOSTON, MASS. 02125
617-727-8470, FAX: 617-727-5128

## PROJECT NOTIFICATION FORM

Project Name: Proposed RNAV (GPS) RWY 4L Approach Procedure at Boston Logan International Airport

Location / Address: Airspace surrounding Boston Logan International Airport

City / Town: Boston, MA

Project Proponent

Name: Veronda Johnson on behalf of the Federal Aviation Administration

Address: 1701 Columbia Avenue

City/Town/Zip/Telephone: College Park, GA, 30337, 404-305-5598

Agency license or funding for the project (list all licenses, permits, approvals, grants or other entitlements being sought from state and federal agencies).

| Agency Name | Type of License or funding (specify) |
|---|---|

**Project Description (narrative):**

This non-ground based project is described in detail in the attached letter.

**Does the project include demolition? If so, specify nature of demolition and describe the building(s) which are proposed for demolition.**

No, the project is not ground based and as thus will not require any demolition.

**Does the project include rehabilitation of any existing buildings? If so, specify nature of rehabilitation and describe the building(s) which are proposed for rehabilitation.**

No, the project is not ground based and as thus will not include any building rehabilitation.

**Does the project include new construction? If so, describe (attach plans and elevations if necessary).**

No, the project is not ground based and as thus will not require any new construction.

APPENDIX A (continued)

**To the best of your knowledge, are any historic or archaeological properties known to exist within the project's area of potential impact? If so, specify.**

This will be determined when the Area of Potential Impact is determined, See Attached Letter

**What is the total acreage of the project area?**

| | | | |
|---|---|---|---|
| Woodland | N/A acres | Productive Resources: | |
| Wetland | N/A acres | Agriculture | N/A acres |
| Floodplain | N/A acres | Forestry | N/A acres |
| Open space | N/A acres | Mining/Extraction | N/A acres |
| Developed | N/A acres | Total Project Acreage | N/A acres |

**What is the acreage of the proposed new construction?** N/A acres

**What is the present land use of the project area?**

N/A

**Please attach a copy of the section of the USGS quadrangle map which clearly marks the project location.**

N/A

This Project Notification Form has been submitted to the MHC in compliance with 950 CMR 71.00.

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Signature of Person submitting this form: Veronda Johnson Date: June 18, 2020

Name: Veronda Johnson on behalf of the Federal Aviation Administration

Address: 1701 Columbia Avenue

City/Town/Zip: College Park, GA, 30337

Telephone: 404-305-5598

REGULATORY AUTHORITY

950 CMR 71.00: M.G.L. c. 9, §§ 26-27C as amended by St. 1988, c. 254.

**The Commonwealth of Massachusetts**
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

July 24, 2020

Veronda Johnson
Environmental Protection Specialist
Operations Support Group
Federal Aviation Administration
Eastern Service Center
1701 Columbia Avenue
College Park, GA 30337

RE: Logan Airport RNAV (GPS) RWL 4L Approach Procedures, Boston, MA; MHC# RC.68314

Dear Ms. Johnson:

Staff of the Massachusetts Historical Commission (MHC) have reviewed the information you submitted, received at this office on June 24, 2020, for the project referenced above and have the following comments.

The MHC understands that the Federal Aviation Administration is requesting comments on FAA's proposed approach for defining the area of potential effects (APE) of the RNAV RWL 4L Approach Procedures to Logan Airport (BOS). The FAA proposes to compare the expected flight tracks of the aircraft flying the BOS 4L RNAV procedure to radar tracks of current arrivals at BOS. Based on the comparison, the FAA will determine whether there will be new areas overflown by the Proposed Action, and specifically whether the undertaking has the potential to introduce new visual, atmospheric, or audible elements. Any areas that will be introduced to new visual, atmospheric, or audible (noise levels) elements will be considered part of the APE by FAA.

The MHC does not agree with the proposed approach to defining the area of potential effects (APE). The MHC notes that some areas currently impacted by current arrivals at BOS vary because pilots must "hand-fly" the aircraft when arriving at 4L. Once BOS 4L RNAV procedures are in place, the flight path will not vary as it currently does. The MHC requests that once the FAA has compared the expected flight tracks of the aircraft flying the BOS 4L RNAV procedure to radar tracks of the current arrivals, any areas that will be introduced to new levels of visual, atmospheric, or audible elements should be considered part of the APE by the FAA.

Please submit a map and description of the proposed APE, when available, to the MHC for review and comment (800.4 and 800.16(d)).

The MHC understands that the FAA is also requesting assistance in identifying interested parties. Please see below a list of potential interested parties:

220 Morrissey Boulevard, Boston, Massachusetts 02125
(617) 727-8470 • Fax: (617) 727-5128
www.sec.state.ma.us/mhc

| | |
|---|---|
| All Local Historical Commissions of the cities and towns in the APE | |
| All Regional Planning Commissions in the APE | |
| AIR INC. | airportimpactreliefinc.org |
| Eagle Hill Civic Association | eaglehillcivic@gmail.com<br>eaglehillcivic.org |
| Fair Skies Nation | info@fairskiesnation.com<br>fairskiesnation.com |

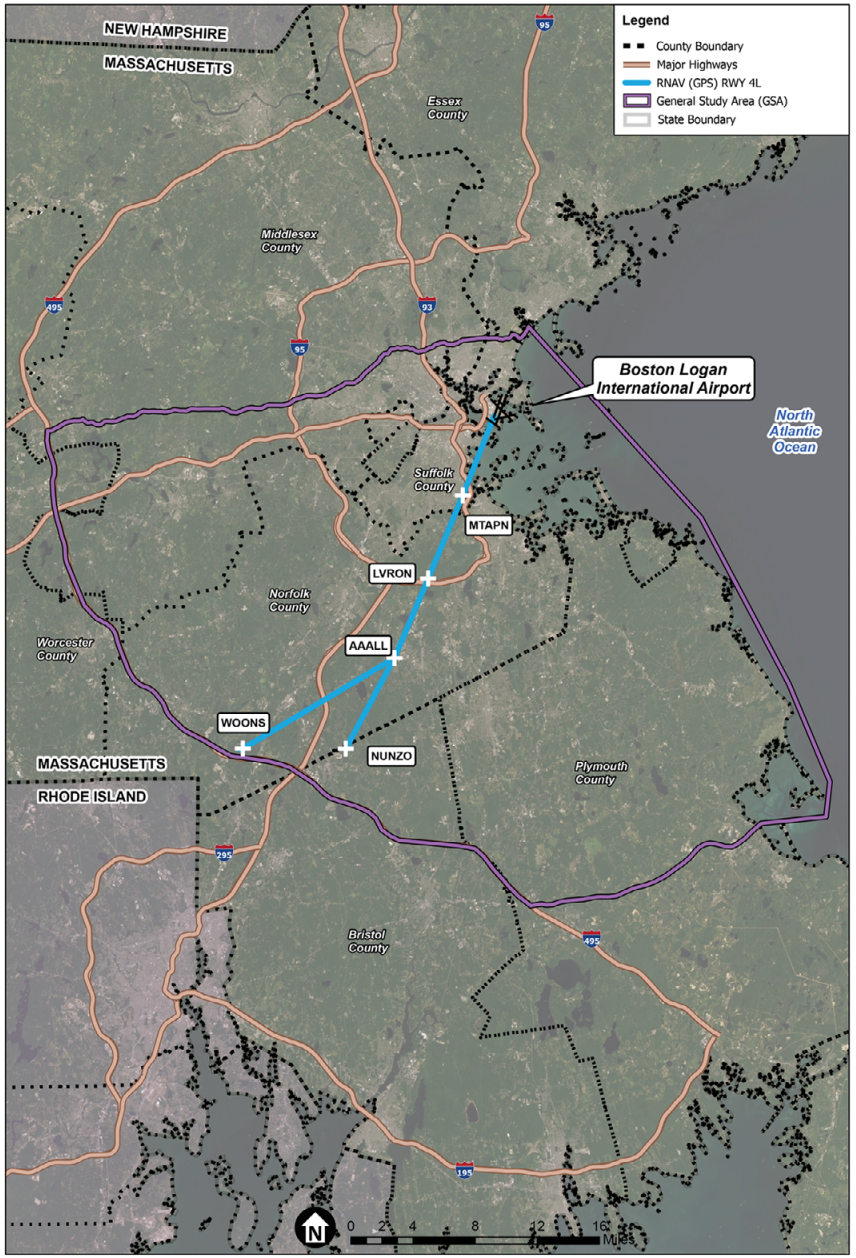
Please note, this is not an all-inclusive list. Additional interested parties may be identified after the APE is determined.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800). Please do not hesitate to contact Elizabeth Sherva of my staff if you have any questions.

Sincerely,

Brona Simon

Brona Simon
State Historic Preservation Officer
Executive Director
Massachusetts Historical Commission




SOURCE: Esri; Prepared by Jacobsen Daniels, 2020

Boston Logan RNAV (GPS) RWY 4L EA

**Figure 2-3**
RNAV (GPS) RWY 4L Procedure

# FAA to Host Virtual Public Workshops on Draft Environmental Assessment for a Proposed New Approach Procedure to Runway 4-Left at Boston Logan International Airport

Workshop participants will learn about the Draft Environmental Assessment and the proposed procedure and can ask questions of FAA air traffic control and environmental experts.

Residents may view the Draft Environmental Assessment and register to participate in the workshops at FAABostonWorkshops.com beginning Sept. 21, 2020. You do not have to register to participate. The FAA also will livestream the sessions on YouTube and Facebook. Residents who are not online can participate by calling 877-853-5247 or 888-788-0099 as the workshops begin.

## Workshop Schedule

**October 23, 2020 – 11 a.m. to 12:30 p.m.**
**October 28, 2020 – 6 to 7:30 p.m.**

Residents who are not online can view electronic or paper copies of the Draft Environmental Assessment at certain public libraries in the study area including Dorchester, Mattapan, Roxbury, South Boston, South End, Brookline, Milton and Quincy. Please contact your library to access the document.

The FAA opened a 60-day public comment period on the Draft Environmental Assessment which runs from Sept. 21 to Nov.20, 2020. Residents may comment through the website, by email at FAABostonWorkshops@esassoc.com or through U.S. Mail at: Environmental Science Associates c\o Boston Logan RNAV (GPS) Approach EA, 4200 West Cypress St., Suite 450, Tampa, FL 33607

For more information about FAA's Community Involvement initiatives for Boston visit:
https://www.faa.gov/air_traffic/community_involvement/bos/