

TABLE OF CONTENTS

Boston Logan RNAV (GPS) RWY 4L Draft Environmental Assessment

Chapter 1 – Project Background and Purpose and Need for the Proposed Action		Page
1.1	Introduction	1-1
1.2	Purpose and Need for the Proposed Action	1-2
Chapter 2 – Alternatives		
2.1	Existing Conditions (No Action Alternative)	2-1
2.1.1	Existing Situations for Usage of Runway 4L	2-2
2.1.2	Current Approach Procedures for Runway 4R	2-6
2.2	Identification of Potential Alternatives	2-7
2.2.1	FAA Proposed Action	2-7
2.2.2	Alternatives Considered but Eliminated from further Study	2-15
2.3	Alternatives Carried Forward for Detailed Evaluation	2-20
2.3.1	No Action Alternative (Maintain Current Operations)	2-20
2.3.2	FAA Proposed Action	2-21
Chapter 3 – Affected Environment		
3.1	Introduction	3-1
3.2	General Study Area	3-1
3.2.1	Setting and Location	3-1
3.2.2	Boston Logan International Airport	3-5
3.2.3	Existing Land Use	3-5
3.3	Environmental Resources Unlikely to be Affected by the Proposed Action	3-11
3.4	Potentially-Affected Environmental Resource Categories	3-12
3.4.1	Air Quality	3-12
3.4.2	Climate	3-15
3.4.3	Endangered Species	3-16
3.4.4	Department of Transportation Act, Section 4(f) Properties	3-17
3.4.5	Historical, Architectural, Archeological, and Cultural Resources – Historic, Architectural, and Cultural Resources Only	3-21
3.4.6	Noise and Noise-Compatible Land Use	3-22
3.4.7	Socioeconomics, Environmental Justice, and Children’s Environmental Health – Environmental Justice Only	3-29
3.4.8	Cumulative Impacts	3-34
Chapter 4 – Environmental Consequences		
4.1	Air Quality	4-1
4.1.1	Overview of Impacts	4-1
4.1.2	Methodology	4-1
4.1.3	Potential Impacts	4-3
4.2	Climate	4-4
4.2.1	Overview of Impacts	4-4
4.2.2	Methodology	4-4
4.2.3	Potential Impacts	4-5

4.3	Biological Resources – Wildlife Only	4-5
4.4	Department of Transportation Act, Section 4(f) Properties	4-6
4.5	Historical, Architectural, and Cultural Resources- Historic, Architectural, and Cultural Resources Only	4-7
	4.5.1 Area of Potential Effects.....	4-7
	4.5.2 Assessment of Adverse Effects.....	4-13
4.6	Noise and Noise-Compatible Land Use	4-13
	4.6.1 Noise Modeling Methodology.....	4-13
	4.6.2 Operational Input.....	4-14
	4.6.3 Noise Impact Criteria.....	4-14
	4.6.4 Aircraft Noise Impacts Analysis	4-15
	4.6.5 No Action Alternative.....	4-15
	4.6.6 Proposed Action Alternative.....	4-16
4.7	Socioeconomics, Environmental Justice, and Children’s Environmental Health – Environmental Justice Only.....	4-24
4.8	Cumulative Impacts	4-25
Chapter 5 – Public Involvement		
5.1	Summary of Public Outreach and Coordination	5-1
Chapter 6 – List of Preparers		
6.1	List of Preparers.....	6-1

List of Tables	Page
Table 2.2-1	Alternatives to Mitigate Wake Encounters Due to Temperature Variations 2-19
Table 2.2-2	Alternatives Received During the Public Comment Period for the Initial Environmental Review..... 2-20
Table 3.4-1	Fuel Burn and Criteria Pollutant Emissions Below Mixing Height..... 3-13
Table 3.4-2	Attainment Status of Counties Within the GSA..... 3-14
Table 3.4-3	Greenhouse Gas Emissions 3-16
Table 3.4-4	Federally-Listed Threatened, Endangered, Candidate, and Proposed Species 3-17
Table 3.4-5	GSA Population Exposed to Aircraft Noise Associated with Boston Logan International Airport – Existing (2019) Conditions 3-26
Table 3.4-6	Statistics on Low-Income and Minority Populations Within the GSA..... 3-33
Table 3.4-7	Anticipated Projects at Airports Within the GSA 3-35
Table 4.1-1	Criteria Pollutant De Minimis Limits – Nonattainment Areas4-2
Table 4.1-2	Criteria Pollutant De Minimis Limits – Maintenance Areas.....4-3
Table 4.1-3	Comparison of Fuel Burn and Criteria Pollutant Emissions Within GSA (Short Tons Per Year)4-4
Table 4.5-1	Number of Overflights for the No Action and Proposed Action Alternatives by Block.....4-8
Table 4.6-1	Criteria for Determining Impact of Changes in Aircraft Noise 4-15
Table 4.6-2	No Action Alternative Population Exposed to Aircraft Noise Associated with Boston Logan International Airport..... 4-16
Table 4.6-3	DNL Exposure Ranges Between No Action and Proposed Action Alternative by Town/ Neighborhoods..... 4-17
Table 4.6-4	Proposed Action Alternative Population Exposed to Aircraft Noise Associated with Boston Logan International Airport..... 4-23
Table 4.6-5	Estimated Change in Population by DNL Values Comparing Proposed Action Alternative to No Action Alternative 4-24
Table 4.6-6	Noise Impacts of Proposed Action Scenario Compared to No Action Scenario 4-24
Table 6.1-1	List of Preparers6-1

List of Figures	Page
Figure 2-1	Boston Logan International Airport – Northeast Configuration.....2-3
Figure 2-2	RNAV (GPS) RWY 4L Approach Plate 2-11
Figure 2-3	RNAV (GPS) RWY 4L Procedure 2-13
Figure 2-4	Example of Staggered Dependent Parallel Runway Operations..... 2-17
Figure 3-1	Airports in the General Study Area3-3
Figure 3-2	Generalized Existing Land Use in the General Study Area.....3-7
Figure 3-3	Generalized Existing Land Use in the Airport Environment.....3-9
Figure 3-4	Section 4(f) Properties in the General Study Area..... 3-19
Figure 3-5	Historic Resources in the General Study Area 3-23
Figure 3-6	Existing Noise Exposure at Population Centroids in the General Study Area 3-27
Figure 3-7	Environmental Justice Census Block Groups Intersecting the General Study Area 3-31
Figure 4-1	BOS Procedure Corridor Blocks4-9
Figure 4-2	BOS Procedure Corridor Blocks and Radar Flight Tracks 4-11
Figure 4-3	Proposed Alternative Noise Exposure at Population Centroids in the General Study Area..... 4-19
Figure 4-4	Proposed Alternative Noise Exposure at Population Centroids in the Airport Environment 4-21

Appendices

Appendix A	Air Traffic Initial Environmental Review (IER)
Appendix B	List of Section 106 Properties Identified in the General Study Area
Appendix C	List of Section 4(f) Properties Identified in the General Study Area
Appendix D	Noise Modeling Technical Report
Appendix E	Non-Aviation Anticipated Projects within the General Study Area Under Consideration for Cumulative Impact
Appendix F	State-Listed Threatened, Endangered, and Special Concern Species
Appendix G	Correspondence In Support of the Draft Environmental Assessment
Appendix H	List of Local Stakeholders and Agencies Informed about the Proposed Action

Acronyms

°F	Fahrenheit
1MA5	Unnamed Southborough Airfield
1B9	Mansfield Municipal Airport
28M	Cranland Airport
AAR	Aircraft Arrival Rate
ACK	Nantucket Airport
AEDT	Aviation Environmental Design Tool
AFE	Above Field Elevation
AGL	Above Ground Level
APE	Area of Potential Effects
ATC	Air Traffic Control
ATCT	Air Traffic Control Tower
BOS	Boston Logan International Airport
CAA	Clean Air Act
CATEX	Categorical Exclusion
CEQ	Council on Environmental Quality
CH₄	Methane
CO	Carbon Monoxide
CO₂	Carbon Dioxide
CO_{2e}	Carbon Dioxide Equivalents
DA	Decision Altitude
Db	Decibel
DNL	Day-Night Average Sound Level
DOD	Department of Defense
DOT	Department of Transportation
EA	Environmental Assessment
EJ	Environmental Justice
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
IAF	Initial Approach Fix
IAP	Instrument Approach Procedure
IER	Initial Environmental Review
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
INM	Integrated Noise Model
IPaC	Information for Planning and Consultation
FAF	Final Approach Fix
FICON	Federal Interagency Committee on Noise
FICUN	Federal Interagency Committee on Urban Noise
FMS	Flight Management System
GHG	Greenhouse Gas
GHG	Marshfield Municipal Airport – George Harlow Field
GPA	Glide Path Angle
GPS	Global Positioning System
GSA	General Study Area
HFC	Hydrofluorocarbons
HHS	Department of Health and Human Services
HUD	Housing and Urban Development
HYA	Barnstable Airport
LOC	Localizer
LNAV	Lateral Navigation
LPV	Localizer Performance with Vertical Guidance
MA6	Monponsett Pond Seaplane Base

MA63	Sherman-Private Airport
MA64	Pheasant Field Airport
MA70	Sudbury Airport
MassGIS	Bureau of Geographic Information for the state of Massachusetts
Massport	Massachusetts Port Authority
MBTA	Massachusetts Bay Transportation Authority
MBTA	Migratory Bird Treaty Act
MCAC	Massachusetts Community Advisory Community
MDA	Minimum Descent Altitude
MESA	Massachusetts Endangered Species Act
MHC	Massachusetts Historical Commission
MIT	Massachusetts Institute of Technology
MOU	Memorandum of Understanding
MSL	Mean Sea Level
MVY	Martha's Vineyard Airport
NAA	Nonattainment Areas
NAAQS	National Ambient Air Quality Standards
NAS	National Airspace System
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NM	Nautical Mile
NRHP	National Register of Historic Places
NO_x	Oxides of Nitrogen
N₂O	Nitrous Oxide
OpsNet	Operations and Performance Data
OTR	Ozone Transport Region
OWD	Norwood Memorial Airport
O₃	Ozone
PBN	Performance Based Navigation
Pb	Lead
PFC	Perfluorocarbons
PM_{2.5}	Particulate Matter Less Than or Equal to 2.5 Microns in Diameter
PM₁₀	Particulate Matter Less Than or Equal to 10 Microns in Diameter
RNAV	Area Navigation
RNP	Required Navigation Performance
RWY	Runway
SIP	State Implementation Plan
SF₆	Sulfur Hexafluoride
SO_x	Oxides of Sulfur
SO₂	Sulfur Dioxide
SOIA	Simultaneous Offset Instrument Approach
TARGETS	Terminal Area Route Generation Evaluation and Traffic Simulator
TRACON	Terminal Radar Approach Control Facility
USFWS	United States Fish and Wildlife Service
VA	Veterans Administration
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation
VOCs	Volatile Organic Compounds
WAAS	Wide Area Augmentation System