



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

Eastern Service Center

1701 Columbia Avenue
College Park, Georgia 30337

Dear Secretary Haaland:

This letter is intended to provide you with notice of a consultation involving National Historic Landmarks, as set forth in 36 C.F.R. § 800.10(c). Specifically, the FAA is proposing to publish a new satellite-based arrival procedure for Runway 4L at Boston Logan International Airport (BOS) and there are two National Historic Landmarks located within the Area of Potential Effects.

The procedure is needed to enhance the safety and efficiency of aircraft operations at BOS by providing vertical and lateral electronic guidance to aircraft, which is particularly important during poor weather conditions. The procedure will allow for a stabilized approach and will reduce pilot workload during those conditions, and also reduce delays and cancellations at BOS. Once the procedure is published, the FAA expects there would be an annual increase of 255 arrivals to Runway 4L at BOS, which were previously scheduled flights that would no longer need to be cancelled due to increased efficiency. The procedure would also allow for the shift of 104 annual arrivals from Runway 4R to Runway 4L due to increased efficiency on Runway 4L. Besides the overall increase of 359 flights to Runway 4L and the decrease of 104 flights to Runway 4R, the number of annual operations at BOS would not change.

This proposal is an undertaking under Section 106 of the National Historic Preservation Act. As part of the FAA's assessment of effects to historic resources from this undertaking, the FAA identified two National Historic Landmarks within the Area of Potential Effects: the Captain Robert Bennet Forbes House (215 Adams Street, Milton, MA) and the Great Blue Hill Weather Observatory (located in the Blue Hills Reservation MRA, East Milton, MA). However, based on its assessment of adverse effects, the FAA has proposed a Finding of No Adverse Effects.

Enclosed please find the FAA's initial Finding of No Adverse Effects, which was sent to all consulting parties, as well as additional consultation letters between the FAA and the Massachusetts Historical Commission (MHC) relating, in part, to the Captain Robert Bennet Forbes House. To date, the MHC has indicated it cannot concur with the FAA's Finding of No Adverse Effect and has stated that "this increase of 359 flights annually will introduce increased visual and audible events which will affect the historic resources under and near the 4L RNAV flight path." The FAA is currently engaged in additional consultation with MHC and has provided additional analysis of the effect on historic properties under the procedure's flight path that we believe shows that the procedure will not introduce any audible or visual elements that would diminish the integrity of the properties' significant historic features. In addition, you can access the FAA's Draft Environmental Assessment for the procedure, prepared pursuant to the National Environmental Policy Act, at the following website: <https://faabostonworkshops.com/>.

We believe this letter and the enclosed consultation letters satisfy our responsibility to notify the Secretary of the Interior under 36 C.F.R. § 800.10(c). Please do not hesitate to contact us with any questions.

Sincerely,

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