

Environmental Assessment for the Boston Logan International Airport (BOS) Runway 4 Left (4L) Approach Procedure

Proposed BOS FAA public RNAV
(GPS) RWY 4L

Presented to: MCAC

By: FAA

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Agenda

- Purpose and Need
- History of FAA's Environmental Review Process
- Environmental Assessment/Community Involvement Plan
- Tentative Schedule

PROPOSED BOS RNAV (GPS) RWY 4L

Purpose and Need:

- The purpose and need of the permanent BOS RNAV (GPS) & RWY 4L approach procedure is to provide a de-conflicted stabilized approach procedure that provides vertical and lateral guidance when weather or winds require BOS to land on RWY 4L. The proposed instrument procedure addresses several needs:
 - Increase safety of aircraft arriving on RWY 4L
 - Reduce arrival delays during IMC and VMC
 - Conform to national policy to implement NextGen RNAV procedures
 - Reduce Air Traffic Control workload and thereby enhance safety.
 - The permanent implementation of this approach procedure will enhance safety and efficiency at BOS. The new procedure will follow existing flight tracks as closely as possible.

History of FAA's Environmental Review of the BOS 4L RNAV Proposal

- ❖ 2015 - FAA conducted a public meeting and coordinated with the Massachusetts Port Authority (Massport), Logan Community Advisory Committee, federal, state and local officials on the BOS 4L RNAV proposal
- ❖ During this meeting the FAA informed stakeholders of the noise analysis results for the permanent use of a RWY 4L procedure
 - ❑ Results: no reportable or significant noise impact over residential areas.
- ❖ FAA committed to conduct an Environmental Assessment (EA)
- ❖ EA project entered FAA's budget planning and prioritization process

BOS RNAV (GPS) RWY 4L EA

Environmental Assessment and Record of Decision (EA/ROD) and Community Involvement Plan (CIP):

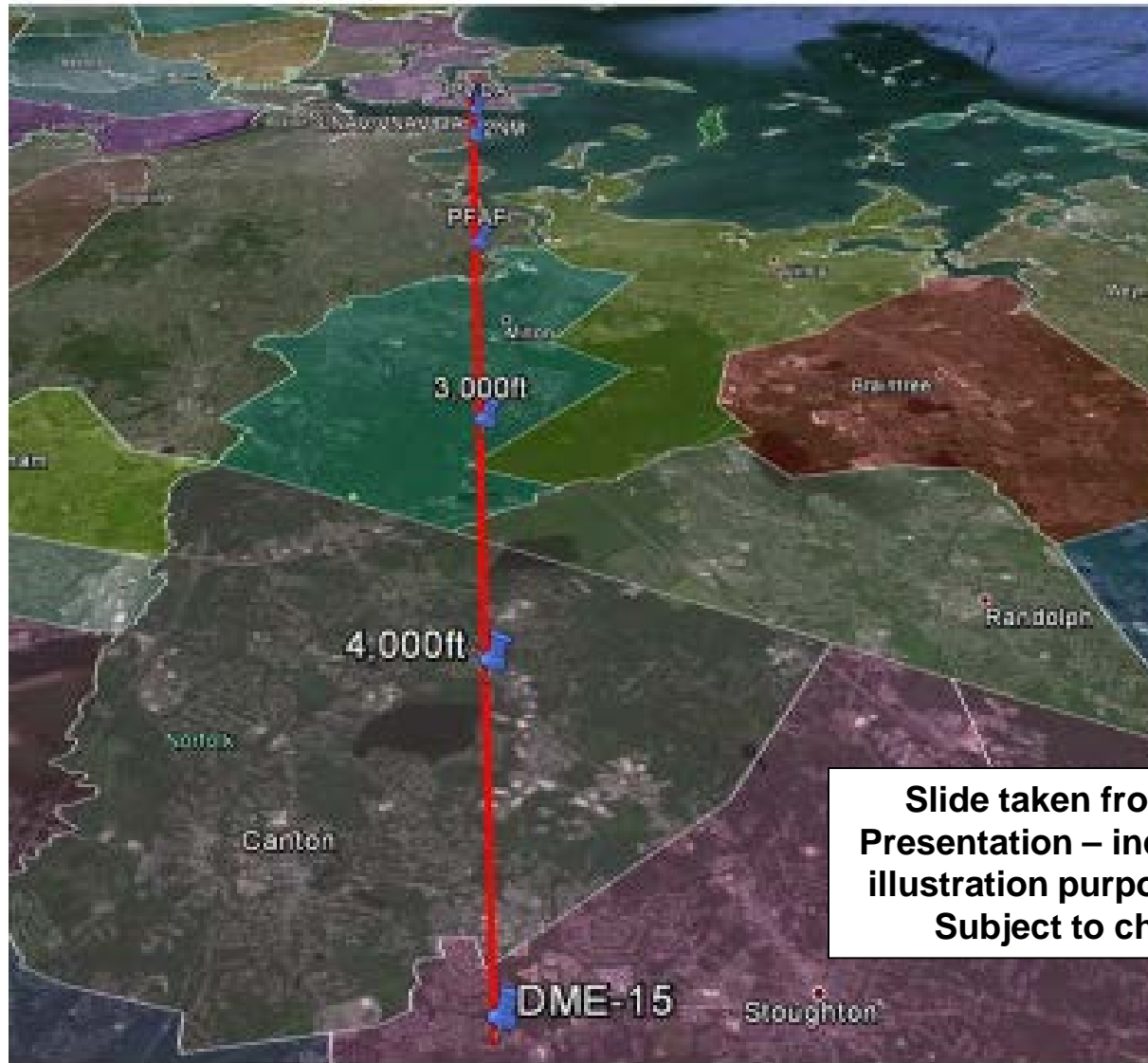
- September 2019, the FAA awarded a contract to prepare an EA for the proposed BOS RNAV (GPS) RWY 4L approach procedure.
- October 2019, a project kick-off meeting was held to begin the National Environmental Policy Act (NEPA) process.
- As part of the NEPA process, the FAA will publish a notice of the draft EA availability in local newspapers, other media, and/or on the Internet, which will initiate a 30-day public comment period.
 - ❑ FAA will revise the draft EA, as necessary, in response to internal and external comments received on the draft document, and prepare the Final EA.
 - ❑ The EA process can take approximately a year or more to complete.
- FAA is developing a Community Involvement Plan (in collaboration with the New England Region Airports Division, Regional Administrator's office, and Massport) concurrently with the NEPA process. The FAA will ensure meaningful involvement in project communication and outreach activities. This outreach will include informing elected officials, Massport, MCAC, the public, and conducting workshops.

Tentative Schedule

- Draft EA 30-day public comment period - Third Quarter CY2020
- Two (2) Public workshops - Third Quarter CY2020
- Prepare Final EA - Fourth Quarter CY2020



FAA Proposed RNAV IFR Track to Rwy 4L



**Slide taken from 2015
Presentation – included for
illustration purposes only.
Subject to change**

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