

INITIAL ENVIRONMENTAL REVIEW

Boston-Logan Runway 33 Left Area Navigation (RNAV) Visual Flight Procedure Test

FAA Order 7400.2 Appendix 5 (Modified)

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This initial environmental review should provide some basic information about the proposed project to better assist in preparing for the environmental analysis phase. Although it requests information in several categories, not all the data may be available initially. However, it does represent information, in accordance with FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures," which ultimately will be needed for preparation of the environmental document.

I. Project Description

A. Attach copy of the most recent Project Status Report. **See attached TARGETS Distribution package dated September 28, 2012.**

B. Has airspace modeling been conducted using SDAT, TAAM, TARGETS, or other airspace/air traffic design tool? Yes Model: TARGETS No If yes, provide a summary of the output from the modeling.

C. Describe the present (no action alternative) procedure in full detail. Provide the necessary chart(s) depicting the current procedure. Describe the typical fleet mix, quantifying (if possible) the number of aircraft on the route and depict their altitude(s) along the route.

The present procedure is the Light Visual Runway (RWY) 33L approach that resulted from the Boston Overflight Noise Study and is described in an FAA Categorical Exclusion / Record of Decision dated October 16, 2007. It is, according to Boston TRACON (A90) Standard Operating Procedure (SOP), a nocturnal procedure to be used during light traffic conditions between 11 p.m. and 6:30 a.m. subject to weather conditions and volume.

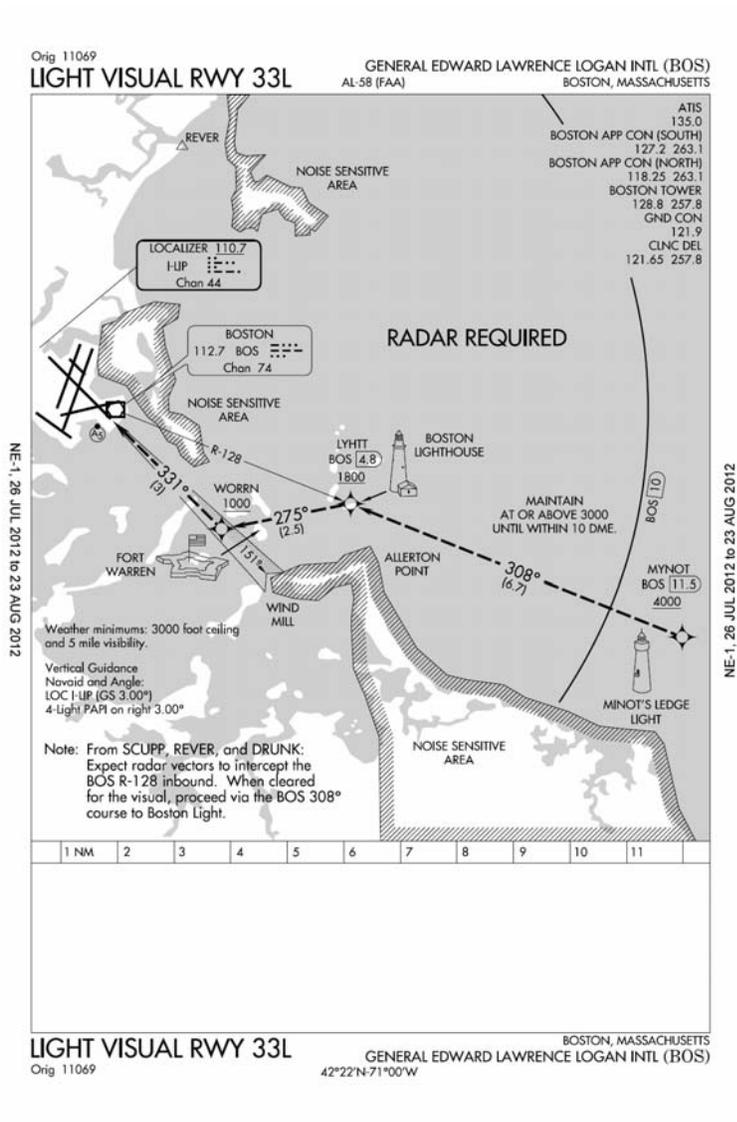
Turbojet arrivals via PVD vectored for the Light Visual RWY 33L must cross the shoreline at or above 6,000' Mean Sea Level (MSL) no further north than DRUNK intersection.

Arrivals are expected to report sighting either their preceding traffic or one of the charted visual landmarks, Minot's Ledge Light or Boston Light, in order to be cleared for this procedure.

In its current design the Light Visual RWY 33L has only one leg from the Southeast. Arrivals from the North or West are vectored onto a right downwind in order to follow traffic or report sighting a

visual marker.

See also attached Google Earth map with existing flight tracks.



D. Describe the proposed project, providing the necessary chart(s) depicting changes. Describe changes to the fleet mix, numbers of aircraft on the new route, and their altitude(s), if any.

The proposed project is a test of a non-public RNAV Visual Flight Procedure (RVFP) by JetBlue aircraft for Runway 33L arrivals and will be used during Visual Flight Rules (VFR) conditions. The RVFP is designed to overlay the existing visual approach vector paths and the Light Visual Procedure. The test is expected to begin sometime around September 2013 and will not exceed 180-days as specified in Categorical Exclusion 31 In of FAA Order 1050.1E. With assistance from Massport, data will be collected during the test period to assess potential

operational impacts.

Specifically, the proposed procedure would place new RNAV waypoints in the middle of the historical track data going to runway 33L from MISTK and MYNOT for the express purpose of giving aircraft with advance navigation capabilities a more stabilized approach to the visual runway 33L. Not every aircraft landing 33L will be capable of utilizing these fixes. See attached for test procedure graphic and FAA approval of RVFP memorandum dated May 1, 2013.

Typical fleet mix landing on runway 33L includes all types of aircraft. These operations are only performed in good VFR conditions with ceilings typically no lower than 3,000 feet.

1. Will there be actions affecting changes in aircraft flights between the hours of 10 p.m. – 7 a.m. local? Yes No
2. Is a preferential runway use program presently in effect for the affected airport(s), formal or informal? Yes No Will airport preferential runway configuration use change as a result of the proposed project? Yes No
3. Is the proposed project primarily designed for Visual Flight Rules (VFR), Instrument Flight Rules (IFR) operations, or both? VFR IFR Both If this specifically involves a charted visual approach (CVA) procedure, provide a detailed local map indicating the route of the CVA, along with a discussion of the rationale for how the route was chosen.
4. Will there be a change in takeoff power requirements? Yes No If so, what types if aircraft are involved, i.e., general aviation propeller-driven versus large air carrier jets?
5. Will all changes occur above 3,000 feet above ground level (AGL)? Yes No What is the lowest altitude change on newly proposed routes or on existing routes that will receive an increase in operations? **The proposed RVFP is designed as an overlay of existing tracks to the surface. From the north the RVFP starts at MISTK (7,000 feet MSL) and from the south it starts at MYNOT (4000 feet MSL).**
6. **Will there be actions involving civil jet aircraft (heavier than 75,000 pounds gross weight) arrival procedures between 3,000-7,000 feet AGL or departures between 3,000-10,000 feet AGL? Attach a copy of the completed Air Traffic Noise Screening (ATNS) Model report.**

There will be impacts to arrivals only for civil jet aircraft heavier than 75,000 lbs.

7. If noise analysis was already performed using the FAA's Integrated Noise Model (INM) or Noise Integrated Routing System (NIRS), provide a summary of the results. **No**

analysis has been conducted.

II. Purpose and Need

A. Describe the purpose and need for the proposed project. If detailed background information is available, summarize here and provide a copy as an attachment to this review.

The procedure design is to improve upon the existing Light House Visual (CVFP) Charted Visual Flight Procedure in use today. Three distinct improvements were added to increase the safety, efficiency and FMS flight behavior over the existing procedure: 1.) A vertical profile has been added for safety and efficiency, 2.) An additional transition from MISTK waypoint for descent planning and track predictability, 3.) Increased leg length to WORRN waypoint for better FMS handling of the multiple close in DTA calculations with opposite turns on the MYNOT transition (requested by UPS due to reports of FMS misbehavior)

B. What operational/economic/environmental benefits will result if this project is implemented?

Lower noise levels, reduced fuel consumption and emissions due to reduced power settings which accompany stabilized optimal descent paths.

1. If a delay reduction is anticipated, can the reduction be quantified?

Yes No N/A

2. Can reduced fuel costs/natural energy consumption be quantified? Yes No

N/A By providing a stable electronic approach platform the aircraft can self manage the descent and provide a constant descent angle to the runway leaving engines at idle longer. This can be measured during the test phase and compared to prior operations.

If not quantifiable, describe the approximate anticipated benefits in lay terms.

C. Is the proposed project the result of a user or community request or regulatory mandate? User Request Community Request Regulatory Mandate If not, what necessitates this action? Safety and efficiency are primary drivers. No existing stable electronic approach platform exists today. This is a pilot preferable attribute due to the safety aspects of a stable descent.

III. Describe the Affected Environment

A. Provide a description of the existing land use in the vicinity of the proposed project.

The segment of the procedure over land MISTK to REVER consists of mixed open land and residential. Aircraft are above 6000 feet at this point. The majority of the RVFP is over the water.

B. Will the proposed project introduce air traffic over noise sensitive areas not now affected? Yes No Will they be affected to a greater or lesser extent? No

changes expected. Transitions from either MISTK or MYNOT will be over existing vector flight paths in use today.

Note: An area is noise sensitive if aircraft noise may interfere with the normal activities associated with the use of the land. See Order 1050.1E for full definition of noise sensitive areas.

C. Are wildlife refuge/management areas within the affected area of the proposed project?
 Yes No

If so, has there been any communication with the appropriate wildlife management regulatory (federal or state) agencies to determine if endangered or protected species inhabit the area? Yes No

1. At what altitude would aircraft overfly these habitats? N/A

2. During what times of the day would operations be more/less frequent? N/A

D. Are there cultural or scenic resources, of national, state, or local significance, such as national parks, outdoor amphitheatres, or stadiums in the affected area? Yes No

If so, during what time(s) of the day would operations occur that may impact these areas?

N/A

E. Has there been communication with air quality regulatory agencies to determine if the affected area is a non-attainment area (an area which exceeds the National Ambient Air Quality Standards for ozone, carbon monoxide, lead, particulate matter, sulfur dioxide, or nitrogen dioxide) or maintenance area (an area which was in non-attainment but subsequently upgraded to an attainment area) concerning air quality? Yes No

If yes, please explain:

F. Are there reservoirs or other public water supply systems in the affected area?
 Yes No

IV. Community Involvement

Formal community involvement or public meetings/hearings may be required for the proposed project. Make a determination if the proposed project has the potential to become highly controversial. The effects of an action are considered highly controversial when reasonable disagreement exists over the project's risks of causing environmental harm. Opposition on environmental grounds by a Federal, State or local government agency or by a Tribe, or by a substantial number of the person affected by the action should be considered in determining whether reasonable disagreement regarding the effects of a proposed action exists (see 1050.1E,

paragraph 304i).

A. Have persons/officials who might have some need to know about the proposed project due to their location or by their function in the community been notified, consulted, or otherwise informed of this project? Yes No

Massport will assist FAA/Jet Blue with providing test data during the test period. Expect 4-5 months of test data and 1-2 to process results.

1. Are local citizens and community leaders aware of the proposed project?
 Yes No

The intent is to collect test data on the RNAV Visual prior to coordinating with citizens and community leaders. The FAA environmental specialist Ms. Terry English has indicated that she will inform the President of the Logan Airport Community Advisory Committee (CAC) that a test is being performed.

Are any opposed to or supporting it? If so, identify the parties and indicate the level of opposition and/or support.

- a. If they are opposed, what is the basis of their opposition?

b. Has the FAA received one or more comments objecting to the proposed project on environmental grounds from local citizens or elected officials? Yes No If so, state the nature of the comment and how the FAA was notified (e.g. resolution, Congressional, Public meeting/workshop, etc.). *N/A Community has not been notified as of yet, but will be prior to the beginning of the test.*

1. Are the airport proprietor and users providing general support for the proposed project? Yes No *Both Massport and Jet Blue support the use of a test of the procedure.*

2. Is the proposed project consistent with local plans and development efforts? Yes No *Undetermined*

3. Has there been any previous aircraft-related environmental or noise analysis, including

- FAR Part 150 Studies, conducted at this location? Yes No
- If so, was the study reviewed as a part of this initial review?
 Yes No N/A

Prior coordination has been with Ms. Terry English Program Manager, Boston Logan Airport Noise Study FAA, Air Traffic Organization

V. Extraordinary Circumstances

The determination of whether a proposed action may have a significant environmental effect is made by considering any requirements applicable to the specific resource (see 1050.1E, Appendix A).

A. Will implementation of the proposed project result in any of the following? As stated in 1050.1E, paragraph 304, extraordinary circumstances exist when a proposed action involves any of the following circumstances AND may have a significant effect (40 CFR 1508.4).

1. An adverse effect on cultural resources protected under the National Historic Preservation Act of 1966, as amended (see 1050.1E, paragraph 304a).

Yes No Possibly

Comment: Aircraft today operate in Visual Meteorological Conditions (VMC)/Instrument Meteorological Conditions (IMC) to this runway. The proposal is a test and would operate under existing conditions

2. An impact on properties protected under section 4(f) of the Department of Transportation Act (see paragraph 304b). Yes No Possibly

Comment: Aircraft today operate in VMC/IMC to this runway. The proposal is a test and would operate under existing conditions

3. An impact on natural, ecological (e.g. invasive species) or scenic resources of Federal, Tribal, State, or local significance (for example, Federally listed or proposed endangered, threatened, or candidate species or proposed or designated critical habitat under the Endangered Species Act); resources protected by the Fish and Wildlife Coordination Act; wetlands; floodplains; prime, unique, State, or locally important farmlands; energy supply and natural resources; wild and scenic rivers, including study or eligible river segments; and solid waste management. (See paragraph 304c.) Yes No Possibly

Comment: Aircraft today operate in VMC/IMC to this runway. The proposal is a test and would operate under existing conditions

4. A division or disruption of an established community; a disruption of orderly, planned development; or an inconsistency with plans or goals that have been adopted by the community in which the project is located (see paragraph 304d).

Yes No Possibly

Comment: Aircraft today operate in VMC/IMC to this runway. The proposal is a test and would operate under existing conditions

5. An increase in congestion from surface transportation, by causing a decrease in the Level of Service below the acceptable level determined by the appropriate transportation agency

(i.e., a highway agency). (See paragraph 304e.) Yes No Possibly

Comment: Aircraft today operate in VMC/IMC to this runway. The proposal is a test and would operate under existing conditions

6. An impact on noise levels of noise-sensitive areas (see paragraph 304f).
 Yes No Possibly

Comment: Aircraft today operate in VMC/IMC to this runway. The proposal is a test and would operate under existing conditions

7. An impact on air quality or a violation of local, State, Tribal, or Federal air quality standards under the Clean Air Act amendments of 1990 (see paragraph 304g).
 Yes No Possibly

Comment: Aircraft today operate in VMC/IMC to this runway. The proposal is a test and would operate under existing conditions

8. An impact on water quality, sole source aquifers, a public water supply system, or State or Tribal water quality standards established under the Clean Water Act and the Safe Drinking Water Act (see paragraph 304h). Yes No Possibly

Comment: Aircraft today operate in VMC/IMC to this runway. The proposal is a test and would operate under existing conditions

9. Effects on the quality of the human environment that are likely to be highly controversial on environmental grounds (see paragraph 304i).
 Yes No Possibly

Comment: Aircraft today operate in VMC/IMC to this runway. The proposal is a test and would operate under existing conditions

10. Likelihood of an inconsistency with any Federal, State, Tribal, or local law relating to the environmental aspects of the proposed action (see paragraph 304j).
 Yes No Possibly

Comment: Aircraft today operate in VMC/IMC to this runway. The proposal is a test and would operate under existing conditions

11. Likelihood of directly, indirectly, or cumulatively, creating a significant impact on the human environment (see paragraph 304k). Yes No Possibly

Comment: Aircraft today operate in VMC/IMC to this runway. The proposal is a test

and would operate under existing conditions

VI. Alternatives

- A. Are there alternatives to the proposed project? Yes No If yes, describe any alternatives to the proposed action.
- B. Please provide a summary description of alternatives eliminated and why.

VII. Mitigation

Are there measures, which can be implemented that might mitigate any of the potential impacts, i.e., GPS/FMS plans, NAVAIDS, etc.? Yes No N/A

VIII. Cumulative Impacts

What other projects (FAA, non-FAA, or non-aviation) are known to be planned, have been previously implemented, or are ongoing in the affected area that would contribute to the proposed project’s environmental impact? **Not aware of any.**

IX. References/Correspondence

Attach written correspondence, summarized phone contacts using Memorandums for the File, etc.

X. Additional Preparers

The person(s) listed below, in addition to the person who submitted the information are responsible for all or part of the information and representations contained herein:

Name	Title	Facility/Agency/Company	Telephone	Area of Responsibility
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Steve Henrich, FAA, Boston Consolidated TRACON

Joe DeVito, Manager of Flight Standards Compliance, Jetblue Airways

Submitted By:

Name Joe DeVito

Title: Manager of Flight Standards Compliance, Jet Blue Date: 6/24/13

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