

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
EASTERN SERVICE AREA

CATEGORICAL EXCLUSION DECLARATION/RECORD OF DECISION

The Federal Aviation Administration (FAA) has determined that the proposed Letter of Agreement between Boston Airport Traffic Control Tower (BOS ATCT), Boston Consolidated Terminal Radar Approach Control (A90) and Tailwind Air Service Inc., (Tailwind) for seaplane operations in the Class B Airspace of General Edward Lawrence Logan International Airport (BOS) and the Boston, Massachusetts Inner Harbor is categorically excluded from further environmental review.

Description of Action:

The FAA proposes to implement a Letter of Agreement (LOA) between Boston Airport Traffic Control Tower (BOS ATCT), Boston Consolidated Terminal Radar Approach Control (A90) and Tailwind for seaplane operations in the Boston, Massachusetts Inner Harbor. This proposed LOA would standardize operating procedures for seaplane operations in Boston Class BRAVO (B) Airspace and confirms that Tailwind (airport designation MA17) seaplane pilots are required to comply with all Federal Air Regulations (FARs) governing flight in Class B Airspace.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental analysis and documentation according to FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

Basis for this Determination:

An Environmental Review was conducted by the Eastern Service Center Operations Support Group and is incorporated herein by reference. The Environmental Review was conducted in accordance with policies and procedures in FAA JO 7400.2L, "Procedures for Handling Airspace Matters," Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F. Tailwind conducted two public meetings on November 10 and 12, 2020 to obtain public input for the proposed action, both meetings were conducted virtually due to the Covid-19 pandemic.

The public meetings were advertised in the following media outlets:

- The Boston Globe
- East Boston Times
- Cambridge Day
- Cambridge Chronicle
- Caught in Southie
- Jefferies Point Neighborhood Association

Elected officials who were notified include:

- Congressman Stephen Lynch, Eighth Congressional District
- State Senator Nick Collins, First Suffolk
- State Representative David Biele, Fourth Suffolk District
- State Representative Adrian Madaro, First Suffolk
- Boston City Councilor, At-Large Michael Flaherty
- Boston City Councilor Ed Flynn, District 2
- Boston City Councilor Lydia Edwards, District 1

The FAA attended the meetings to assist with operational and NEPA questions. A total of 80 participants, including Tailwind and FAA staff attended the meetings and were shown a presentation regarding the proposed seaplane operation. Participants asked operational questions that were answered to participant's satisfaction. Several participants asked about altitudes and noise levels over certain areas in the Boston area. Two participants asked about climate change impacts and if leaded fuel would be used. Tailwinds responded that the fuel did not contain lead and that the turbo prop Caravan airplane was very fuel efficient. Several participants asked if Tailwinds could talk to community groups at upcoming meetings to present their proposed operations, Tailwind agreed.

The Proposed Action meets the following categorical exclusion contained in FAA Order 1050.1F: *§5-6.5(i): Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied.*

Decision:

After careful and thorough consideration of the facts contained herein, the undersigned find that the Proposed Action is consistent with existing national environmental policies and objectives as set forth in Section 101(A) of the National Environmental Policy Act and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of the National Environmental Policy Act.

The undersigned have reviewed the referenced Environmental Review including the evaluation of the purpose and need that this action would serve. The Proposed Action described in the Environmental Review is found to be reasonably supported and a Categorical Exclusion/Record of Decision is appropriate.

Under the authority delegated by the Administrator of the FAA, it is directed that action be taken to carry out the following Proposed Action: Approval and Implementation of the Letter of Agreement (LOA) between Boston Airport Traffic Control Tower (BOS ATCT), Boston Consolidated Terminal Radar Approach Control (A90) and Tailwind at General Edward Lawrence Logan International Airport (BOS).

Recommended by:

Facility Manager Review/Concurrence

Signature: MICHAEL P NELSON Digitally signed by MICHAEL P NELSON
Date: 2020.11.24 11:43:39 -05'00'

Date: November 24, 2020

Name: Mike Nelson
Title: Air Traffic Manager, Boston Tower

Concurrence by:

Eastern Service Center Operations Support Group

Signature: Andy Pieroni
Date: November 24, 2020

Name: Andrew Pieroni
Title: Environmental Protection Specialist, Eastern Service Area Operations Support Group

Approved by:

Eastern Service Area Director or Designee Approval

Signature: Charles J GibsonDate: November 24, 2020

Name: Charles J Gibson

Title: Team Manager, ECINA, OSG, ESA Area Operations Support Group

RIGHT OF APPEAL

This decision is taken pursuant to 49 U.S.C. §§ 40101 *et seq.*, and constitutes a final order of the Administrator that is subject to review by the United States Circuit Court of Appeals in accordance with the provisions of 49 U.S.C. § 46110. Any party seeking to stay the implementation of this CATEX/ROD must file an application with the FAA prior to seeking judicial relief in the form of a stay, as provided in Rule 18(a), Federal Rules of Appellate Procedure.