



OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
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Julianne Polanco, *State Historic Preservation Officer*

October 25, 2018

Reply In Reference to: FAA_2018_0919_001

Shawn M. Kozica
Operations Support Group
Western Service Center
Federal Aviation Administration
Office of Air Traffic Organization
2200 South 216th Street
Des Moines, Washington 98198

RE: Area of Potential Effects and Finding of Effect, OROSZ THREE and SLAPP TWO
Area Navigation Standard Instrument Departure Air Traffic Procedures, Hollywood
Burbank Airport, Burbank, California

Dear Ms. Kozica:

The Federal Aviation Administration (FAA) is consulting with the California State Historic Preservation Officer (SHPO) in order to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108), as amended. The FAA is requesting SHPO comments of the undertaking's Area of Potential Effects (APE) and a finding of no adverse effects to historic properties.

The FAA plans to alter flight procedures for outgoing air traffic at Hollywood Burbank Airport. Implementation of these procedures will not require land acquisition, construction, or ground disturbing activity.

The FAA defines the Area of Potential Effects (APE) for this undertaking as approximately 455 square miles of airspace, as depicted on images included with the supporting documentation.

In an effort to identify historic properties in the APE, the FAA completed a search of the National Register accessed through Google Earth and search of the United States Department of the Interior Bureau of Indian Affairs (BIA) data. According to these sources, nine National Register-listed properties are located in the APE. The BIA data indicates that no lands belonging to federally recognized tribes are located in the APE.

FAA noise screening analysis indicates that the proposed flight procedures will not result in changes to noise exposure exceeding the FAA's significant noise threshold. The FAA also considered the potential for overflights to introduce visual, atmospheric,

or auditory elements to historic properties, comparing the proposed procedures with current flight tracks. As no new areas will be overflown, the FAA asserts that there is no potential to adversely affect historic properties.

Having reviewed the FAA's letter and supporting documentation, SHPO cannot at present concur with the agency's finding of effect as your identification efforts appear incomplete. Please consider the following comments:

- 1) SHPO is of the opinion the APE is adequate to account for direct and indirect effects to historic properties;
- 2) In a letter dated September 18, 2018, the FAA asked SHPO for assistance in identifying parties who might have an interest in commenting on the FAA's proposal. In a letter dated October 4, 2018, SHPO recommended the FAA contact the City and County of Los Angeles and the environmental division of the FAA Western-Pacific Region Airports Division, Los Angeles Airports District Office. In reviewing your submittal, it appears the FAA has not engaged these parties. SHPO recommends the FAA do so in an effort to make a reasonable and good faith effort to identify historic properties, as outlined at 800.4(b)(1);
- 3) Having reviewed the FAA's effort at Native American consultation, SHPO recommends the FAA write to the California Native American Heritage Commission (NAHC) to obtain a list of Native American tribes and entities that might have additional cultural knowledge of areas within the APE. The NAHC may identify non-federally recognized tribes that may be considered additional consulting parties, as described at 800.2 (5)(d)(1).

Should the FAA have questions or comments, please contact the State Historian Tristan Tozer at (916) 445-7027 or via e-mail at Tristan.Tozer@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer