

Section 106 Compliance Documentation

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Correspondence Between State Historic Preservation Officer and FAA

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**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Julianne Polanco, State Historic Preservation Officer
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Lisa Ann L. Mangat, Director

October 23, 2020

Reply in Reference To: FAA_2020_0915_001

Submitted Via Electronic Mail

Gail Campos
Environmental Protection Specialist
Federal Aviation Administration
Western-Pacific Region Office of Airports
777 South Aviation Boulevard, Suite 150
El Segundo, CA 90245

Re: Airport Development Plan, Area of Potential Effects, San Diego International Airport, San Diego, California

Dear Ms. Campos:

The United States Federal Aviation Administration (FAA) is consulting with the 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, and its implementing regulations at 36 CFR Part 800. The FAA is requesting SHPO concurrence on the above-referenced undertaking's Area of Potential Effects (APE).

The proposed undertaking includes the replacement of the existing 336,000 square-foot Terminal 1 with a new 1,210,000 square-foot terminal, and the former 132,000 square-foot Commuter Terminal with a new 150,000 square-foot facility near the intersection of McCain Road and Airport Terminal Road. The replacement terminal would be east of its current location and will add eleven additional gates. The proposed undertaking also includes relocating Taxiway B (from west end to the Taxiway B4 connection) 37.5 feet south of its present location; constructing Taxiway A from the west end of Runway 9 to the Taxiway B4 connection; constructing taxi lanes and aircraft parking north of the new terminal; and constructing a new remain overnight aircraft parking apron east of the new terminal. Proposed non-aeronautical components include: constructing a new 5,500 space parking structure south of the new terminal; and constructing new airport access roadways and associated bicycle and pedestrian pathway. Construction staging and laydown areas have not been defined but will be located within the boundaries of San Diego International Airport (SAN).

FAA has identified the APE for direct effects to cultural resources as the entire 661 acres of SAN property. The proposed taking will be primarily in the southern portion of the airport, south of the runway. The proposed undertaking will not change land use within the APE nor increase the number of flights, types of

aircraft, or capacity of the airport. Therefore, indirect effects of visual, physical, and noise impacts are not anticipated outside the APE.

Having reviewed your submittal, SHPO offers the following comments:

- 1) SHPO agrees that the APE appears adequate to account for direct and indirect effects to historic properties

If the FAA has any questions or comments, please contact staff historian Tristan Tozer at (916) 445-7027 or Tristan.Tozer@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, consisting of a large, stylized 'J' followed by a horizontal line that tapers to the right.

Julianne Polanco
State Historic Preservation Officer



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

Western-Pacific Region
Office of Airports
Los Angeles Airports District Office

Federal Aviation Administration
777 So. Aviation Blvd. Suite 150
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May 21, 2021

Ms. Julianne Polanco
State of California
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816-7100

Attention: Mr. Tristan Tozer

Dear Ms. Polanco:

**Proposed Airport Development Plan
San Diego International Airport
San Diego, San Diego County, California
Section 106 Consultation Reference: FAA_2020_0915_001**

The Federal Aviation Administration (FAA) is preparing federal environmental documentation to comply with the *National Environmental Policy Act of 1969* (NEPA) for the proposed Replacement Passenger Terminal 1 and Airfield Enhancement Project mentioned in the Proposed Airport Development Plan at San Diego International Airport (SAN). The proposed project is also considered an undertaking as defined in 36 CFR 800.16(y) and is being reviewed under Section 106 of the National Historic Preservation Act for potential effects to historic properties. SAN is located within the City of San Diego. The proposed federal actions are approval of portions of the Airport Layout Plan that San Diego County Regional Airport Authority (SDCRAA) submitted to FAA depicting the proposed undertaking, and approval of further processing of an application for federal financial assistance to construct the proposed project and its related components. Your office previously concurred with FAA's delineation of both a Direct and Indirect Area of Potential Effects (APE) for the proposed undertaking by letter dated October 23, 2020. With this letter, we describe resource eligibility and seek SHPO concurrence on FAA findings of effect.

The SDCRAA proposes the following components of the proposed undertaking at SAN that have a Federal nexus including:

Airfield Elements:

- Construct new Taxiway A
- Relocate Taxiway B replacing asphalt pavement sections with concrete

The new Taxiway A would span about 219 feet south of the realigned Taxiway B from the very west end of Runway 9 up to Taxiway Connector B4. Its configuration would accommodate up to Airport Design Group (ADG) III-sized aircraft, such as the Boeing 737 and Airbus 320, with a wingspan from 79 feet up to 118 feet or tail height from 30 up to 45 feet. The realigned portions

of Taxiway B would allow 400-feet of runway separation, as required by FAA airport design standards, and would continue to accommodate up to ADG Group V-sized aircraft such as the Boeing 787 and Airbus 340, with a wingspan from 171 feet up to 214 feet or tail height from 60 up to 66 feet. Taxiway A would be 75 feet wide and about 6,300 feet long. Taxiway A would be appropriately marked, lighted, and signed. The airfield improvements would require excavation of soils between four and 22 feet below surface grade.

Landside/Terminal Elements:

- Construct 30-gate replacement Terminal 1 facility
- Relocate three FAA communication sensors
- Demolish the existing Terminal 1 and SDCRAA Administrative Offices (formerly the Commuter Terminal)
- Relocate five remain overnight (RON) airplane parking positions to east of new Terminal 1 area (two current RON positions eliminated)

The replacement Terminal 1 would be a linear building that encompasses the footprint of the existing Terminal 1 and the area to the southeast. The new Terminal 1 would contain three levels and be approximately 1,210,000 square feet in size and would have 30 gates, and be connected to SAN's hydrant fueling system. To construct the replacement terminal structure, pilings would go to a depth of 75 feet below surface grade. Other parts of the terminal building would require excavation ranging from 8 to 25 feet below surface.

Terminal gate spacing is affected by the size of the aircraft or ADG being served. Two of the new gates would be able to accommodate ADG V-sized aircraft, while the rest of the new gates would be sized for ADG III aircraft. The replacement of Terminal 1 would require the relocation of SDCRAA's existing administrative offices.

Five RON aircraft parking positions, sized for ADG III aircraft, would be relocated due to the construction of the new terminal, while two RONs would be eliminated. Finally, three FAA electronic sensors, which support Airport Surface Detection Equipment-Model X sensors, would be displaced by the proposed undertaking and would be relocated to the roof of the existing Airline Support Building to the east of the project area.

Landside/Ground Transportation Elements:

- Construct new circulation roadways, including elevated departure curb, for the new Terminal 1
- Construct new on-airport entry roadway

The Proposed Undertaking includes a new loop road with an at-grade arrivals curb and an elevated departures curb structure to serve the new Terminal 1. The new loop road would also connect to the Terminal 2 frontage and the airport's current exit roadways. Pilings would be required for part of the roadway system installed to a depth of 150 feet, whereas the remainder of the roadway construction would require excavating down 15 to 25 feet. In addition, a new 3-lane, on-airport entry roadway with an accompanying bicycle and pedestrian pathway would connect to North Harbor Drive and allow westbound SAN traffic to enter SAN at the existing intersection of North Harbor Drive and Laurel Street. The new entry roadway would also complete the Terminal Link Road, allowing airport shuttles and fleet vehicles to travel from the airport's south side to its north side (and vice versa) without accessing public streets.

Other components of the proposed undertaking, not subject to FAA approval, but necessary for the project to function, include the following and are evaluated as part of the proposed undertaking:

- Construct a replacement SDCRAA Administrative Office building

- Construct new 5,500-space automobile parking structure adjacent to the new Terminal 1
- Utilities, including expansion of the stormwater capture and reuse system
- Expansion of the existing Central Utility Plant (CUP)

The new 150,000-square-foot Administrative Office building would be located at the intersection of McCain Road and Airport Terminal Road. Construction of the Administrative Office building would insert piles to a depth of 75 feet and include site excavation from 8 feet to 25 feet below grade.

A new 5-story automobile parking structure would be constructed adjacent to the replacement Terminal 1 and providing up to 5,500 parking stalls. The automobile parking structure would have pilings to a depth of 150 feet and site excavation from 8 feet to 15 feet.

The existing SAN Stormwater Capture and Reuse system diverts runoff from approximately 8 acres of the Terminal 2 Parking Plaza area, which is treated by a series of high-rate media filters and ultraviolet light before being pumped to the airport's CUP, where it is used as make-up water to compensate for the loss of water due to evaporation. The Proposed Project would increase the system's capture area by approximately 170 acres and include construction of an underground cistern tank with up to 3.4 million gallons of storage. Additionally, subsurface infiltration areas would be installed in certain airfield ovals to allow stormwater to percolate into the ground. Stormwater runoff from these areas is currently being treated using more traditional Best Management Practices, such as catch basin inlet filters.

Finally, the existing CUP would be expanded by 12,000 square feet at its existing location to increase its capacity to provide heat and chilled water for climate control for all airport terminals.

FAA is providing the following background information to assist you in reviewing FAA's determinations of eligibility and findings of effect related to the proposed undertaking.

1. Background Information.

SAN, a public use airport, is classified as a Large Hub in the FAA's National Plan of Integrated Airport System (NPIAS) (FAA, 2020a). SAN is located in the northwest portion of the downtown area of the City of San Diego. It is bounded by North Harbor Drive and San Diego Bay to the south, the Navy Boat Channel and Liberty Station mixed-use development to the west, the U.S. Marine Corps Recruit Depot (MCRD) San Diego to the north, and Pacific Highway and Interstate 5 (I-5) to the east. Figure 1 shows the airport location. SAN is located within a dense urban area with a range of uses, including residential, commercial, industrial, and open space.

SAN covers 661 acres, has one runway, and is the busiest single-runway commercial airport in the nation, based on annual aircraft operations. The airfield consists of the one runway (Runway 9-27), five taxiways (Taxiways B, C, D, H, and J), and two taxilanes (Taxilanes A and F). SAN's terminal complex is comprised of three buildings: Terminal 1, Terminal 2 East, and Terminal 2 West. The combined terminals include 51 gates, ticketing counters, baggage handling, security screening, bathrooms and restaurants, and other amenities to serve the needs of commercial airline passengers.

Terminal 1 opened in 1967 and is the oldest terminal facility at SAN. It is located at the east end of the terminal area and has 19 gates. Terminal 2-East, immediately west of Terminal 1, has 13 gates. Terminal 2-West, the newest terminal facility, first opened in 1998 with 9 gates and then expanded in 2013 to provide 19 gates total. The ground transportation system located south of the terminals provides access roads, vehicle curbs, and parking facilities.

On the north side of Runway 9-27, apron area is available for air cargo and one general aviation Fixed Base Operator (FBO). FedEx, DHL, UPS, and other cargo aircraft use this apron area for loading/

unloading, but cargo carriers maintain their own off-airport sorting facilities. Freight forwarding cargo facilities, including the processing of cargo carried aboard passenger flights under the main deck (also referred to as “belly cargo”), were relocated to the south side of the airport, east of Terminal 1 and the former Commuter Terminal (current airport administration building) in late summer 2021 as an independent action.

The northern side of SAN also has the FAA-staffed Airport Traffic Control Tower (ATCT), an aircraft rescue and fire-fighting facility (ARFF), a central receiving and distribution center (CRDC), a fuel farm, and the San Diego Air & Space Technology Center’s (Convair) Wind Tunnel facility. A Rental Car Center that houses most of the rental car companies serving SAN is also located in this area. Finally, the United Airlines Hangar & Terminal will be relocated to SAN’s north side during 2021 as an independent action.

SAN has 28 RON aircraft parking positions. Fourteen RON positions are located on the north airfield adjacent to Taxiway C and Taxilane F. The remaining 14 RON positions are located adjacent to the terminal areas on the south airfield, seven of which are adjacent to Terminal 1 and the former Commuter Terminal.

2. Native American Consultation. On July 23, 2020, the State of California Native American Heritage Commission sent the FAA a listing of Native American contacts for the proposed undertaking. The commission recommended FAA contact the following tribes: La Posta Band of Diegueno Mission Indians, San Pasqual Band of Diegueno Mission Indians, Campo Band of Diegueno Mission Indians, Mesa Grande Band of Diegueno Mission Indians, Barona Group of the Capitan Grande, Manzanita Band of Kumeyaay Nation, Sycuan Band of Kumeyaay Nation, Ewiiapaayp Band of Kumeyaay Indians, Viejas Band of Kumeyaay Indians, Kwaaymil Laguna Band of Mission Indians, Iipay Nation of Santa Ysabel, Jamul Indian Village, and the Inaja-Cosmit Band of Indians.

On October 28 and October 30, 2020, FAA submitted detailed information about the proposed undertaking to the tribal contacts provided by the California Native American Heritage Commission using the U.S. Mail. FAA received two responses. The first response was an October 29, 2020 email from Ms. Lisa Cumper, the Jamul Indian Village Tribal Historic Preservation Officer. She requested any “cultural and geo reports that are either available or come available.”

The second response was an October 29, 2020 email from Mr. Ray Teran, the Viejas Tribal Government, Resource Management Director, who stated a desire to enter into consultation. In seeking further clarification on the issues of interest to the Viejas Band of Kumeyaay Indians, Mr. Teran, stated in a January 11, 2021 email, that they had already “had a very detailed meeting with the management of the San Diego Airport and their consultants.” Mr. Teran requested us to contact Mr. Tracy Stropes, the Senior Project Archaeologist, who is aware of their concerns.

Consistent with the requirements of 36 C.F.R. § 800.13(b), FAA will include in the Draft Environmental Assessment the following special conditions:

- *In consultation with the Jamul Indian Village Tribe, the San Diego County Regional Airport Authority will provide the tribe with any cultural and geological reports that are either available or come available.*
- *In consultation with the Viejas Tribal Government, the San Diego County Regional Airport Authority has agreed to respect the cultural perspective of the Native American Community that the SDIA property was part of the traditional use area for Native Americans during the prehistoric habitation of the bay area. Because of the Native American history in the area, the San Diego County Regional Airport Authority will accommodate the request by the Viejas Tribal Government that a Kumeyaay Cultural*

Monitor be present during excavation activities associated with implementation of the San Diego International Airport - Airport Development Plan. This Excavation Monitoring will be limited to those areas of the construction project that are located beneath the modern dredge and fill soils that were imported to this location to create the airport. Monitoring the excavation of any soil associated with imported fill material will not be required.

- *The Excavation Monitoring will be conducted in the area designated for the Airport Development Plan, which includes the replacement of Terminal 1, a new parking facility, and associated roadway and aircraft apron improvements that are within the planning jurisdiction of the San Diego County Regional Airport Authority. Native American monitoring will always be conducted in conjunction with archaeological monitoring, and a qualified archaeologist will be responsible for the determination of when appropriate soil horizons are encountered that would necessitate Native American and archaeological monitoring.*
- *The Excavation Monitoring will be conducted within the areas identified in Figure 2: Proposed Project, attached.*
- *The specifics of the Excavation Monitoring program will be described in a Memorandum of Agreement, which will be prepared and agreed to by the San Diego County Regional Airport Authority and the Viejas Tribal Government.*

3. National Register Eligibility Determinations. Brian F. Smith and Associates, Inc. (BFSA) from Poway, California, the SDCRAA's cultural resources sub-consultant prepared a Historic Resources Assessment dated with as final revised May 7, 2021. BFSA conducted a Class 1 records research of the APE and one mile surrounding the APE at South Coastal Information Center (SCIC) at San Diego State University (SDSU) in order to assess previous archaeological studies and identify any previously recorded historic resources within the project boundaries or in the immediate vicinity. BFSA also requested a review of the Sacred Lands Files (SLF) by the Native American Heritage Commission (NAHC). The NAHC SLF search did not indicate the presence of any sacred sites or locations of religious or ceremonial importance within the search radius; however, the NAHC did indicate that the area is culturally sensitive. BFSA also conducted a systematic pedestrian survey (*i.e.*, physical evaluation) of the APE.

In addition, Records relating to the ownership and developmental history of this project were sought as part of this evaluation to identify any associated historic persons and events or architectural significance. Research was conducted at the San Diego Historical Society, the San Diego Public Library, and the offices of the San Diego Assessor/County Recorder/County Clerk. Sanborn Fire Insurance maps were accessed at the San Diego Public Library. Title records for the property were also obtained, including documentation obtained from California Lot Book, Inc. Appendix G contains maps of the property, including historic USGS maps from 1930, 1942, 1943, 1953, 1967, 1975, 1979, and 1996, a current USGS project location map, and the current Assessor's parcel maps. BFSA also reviewed the following historic sources:

- The National Register of Historic Places (NRHP) Index
- The Office of Historic Preservation, Archaeological Determinations of Eligibility
- The Office of Historic Preservation, Directory of Properties in the Historic Property Data File
- San Diego County 1872 map
- San Diego County Historic Roads (1769-1885)
- *Point Loma* 1953 USGS topographic map (7.5-minute series)

Senior Project Archaeologist Jennifer Stropes and historic analyst Kimberly Ellis conducted the Class III pedestrian survey on September 5 and 8, 2017, under the direction of Principal Investigator Brian Smith.

During the survey, seven unrecorded historic resources (subsequently recorded as sites P-37-036756 through P-37-036762) were identified and two previously recorded historic resources (P-37-015548 and P-37-028620) were confirmed to still be extant within the APE (Table 1.1–1). These 9 resources are:

Site Number	Building Name	Report Acronym
P-37-036756	Terminal 1	-
P-37-036757	Terminal 2 East	-
P-37-036758	Pacific Southwest Airlines administrative and maintenance facility building (repurposed as the airport's commuter terminal in 1996)	PSA AMF building
P-37-036759	United Air freight building	UAF building
P-37-036760	Air Support Facilities building	ASF building
P-37-036761	Air Oasis hangar building	AOH building
P-37-028620	United Airlines hangar and terminal building	UAHT building
P-37-036762	Jet engine overhaul building	JEO building
P-37-015548	Convair wind tunnel building	CWT building

Of the Nine resources identified in the Historic Resources Assessment five will exist within the APE prior to the undertaking. These five are: Terminal 1, Terminal 2 East, the Pacific Southwest Airlines administrative and maintenance facility building (PSA AMF), United Airlines hangar and terminal (UAHT) building and the Convair wind tunnel (CWT) building.

The United Air Freight (UAF) building, the Air Support Facilities (ASF) building, Oasis Air Hangar (OAH) building and the Jet Engine Overhaul (JEO) building) will be demolished as part of a separate project independent of the undertaking. This separate, and independent project will also relocate the United Airlines Hangar Terminal (UAHT) building.

The UAHT's new location, inside the APE but outside the physical footprint of the Proposed Undertaking, is closer to its original construction site (see attached Figure 3: UAHT Locations). As noted in the Historic Resources Assessment, the building was moved in 1952, losing many aspects of the buildings integrity (see attached report). FAA expects, the relocation of the UAHT and the demolition of the other four buildings will occur before FAA's environmental review for the replacement Terminal project is completed. Hence, the attached assessment evaluates the UAHT building in its future location and only notes the other four buildings' disposition of being removed from the APE prior to the undertaking. **There is no federal action involved in this independent and separate project, thus, FAA makes no determination or finding on this independent project.**

Despite having been relocated and its future pending relocation, the UAHT building is still the oldest surviving building within the airport, and is associated with the "earliest period of development at Lindbergh Field between 1928 and 1933" (Van Wormer and Robbins-Wade 2006) and is significant under NRHP Criterion A for its association with the early development of Lindbergh Field. Also, as previously evaluated by Van Wormer and Robbins-Wade (2006), the UAHT building still meets NRHP Criteria Consideration B, which allows moved properties that are significant as a surviving property associated with historic events to be considered eligible for the NRHP. Although the relocation of the

building is not part of the current undertaking, SDCRAA's consultant completed the Historic American Buildings Survey/Historic American Engineering Record documentation in June 2018.

The CWT building was constructed in 1947 and still functions as such. The building retains five out of seven aspects of original integrity and is a good example of a specific type, method, and period of construction (International-style, 1940s, wind tunnel testing facility). The Historic Resources Assessment indicates the CWT building is significant under NRHP Criteria A, C, and D for its construction as the first low-speed wind tunnel facility in San Diego and its ability to provide further information in the study of aerospace and aviation technology through continued testing.

Based on the information contained in the Historic Resources Assessment, FAA has determined that, the United Airlines Hangar Terminal building and the Convair Wind Tunnel building are eligible for inclusion into the NRHP.

The three remaining buildings that were evaluated are the Terminal 1 building, the Pacific Southwest Airlines Administrative and Maintenance Facility (PSA AMF) building, also known as the Commuter Terminal building, which functions as the SDCRAA's administration building, and Terminal 2 East. Terminal 2 East will not be impacted by the Proposed Undertaking. Terminal 1 and the PSA AMF buildings will be demolished to make way for the new Terminal 1 building.

Based on the information contained in the Historic Resources Assessment, FAA has determined that Terminal 1, the PSA AMF and Terminal 2 East are not eligible for inclusion into the NRHP.

FAA seeks the California SHPO's concurrence with these determinations.

4. Assessment of Adverse Effects on Historic Properties.

The FAA has determined that the proposed undertaking will have no adverse effects to the United Airlines Hangar Terminal and the Convair Wind Tunnel Buildings. Both of these resources are outside the physical footprint of the proposed undertaking, and more than 0.5 miles north/northeast of any construction activity. The proposed undertaking will not change the number of aircraft operations, size of aircraft, or flight patterns that would change the airport noise characteristics at the airport. Furthermore, the proposed undertaking will not impact access and visibility of both buildings.

Based on the information in the Historic Resources Assessment, the FAA finds the proposed undertaking will not affect any properties listed or eligible for listing on the National Register of Historic Places under 36 CFR Part 800.4(d)(1).

FAA seeks the California SHPO's concurrence with this finding.

If you have any further questions about this matter, please call me at (202) 267-6496 or email me at michael.lamprecht@faa.gov.

Respectfully,

**MICHAEL J
LAMPRECHT**

Digitally signed by MICHAEL J
LAMPRECHT
Date: 2021.05.21 08:44:15
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Michael Lamprecht
Environmental Protection Specialist

Enclosures:

Figure 1 – Project Location
Figure 2 – Proposed Project
Figure 3 – UAHT Locations
Historic Resources Assessment

Cc: AWP-610.1; APP-400

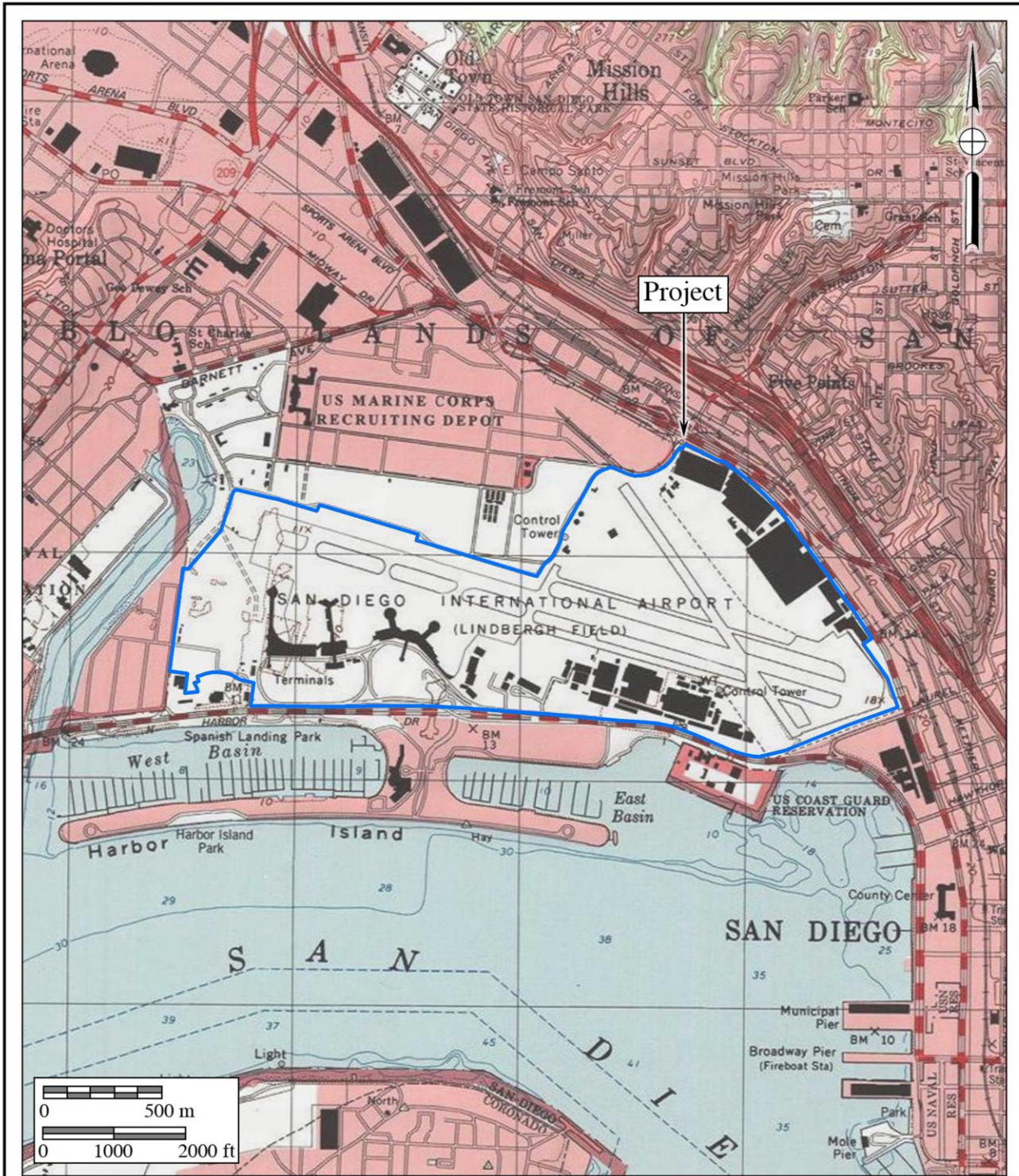
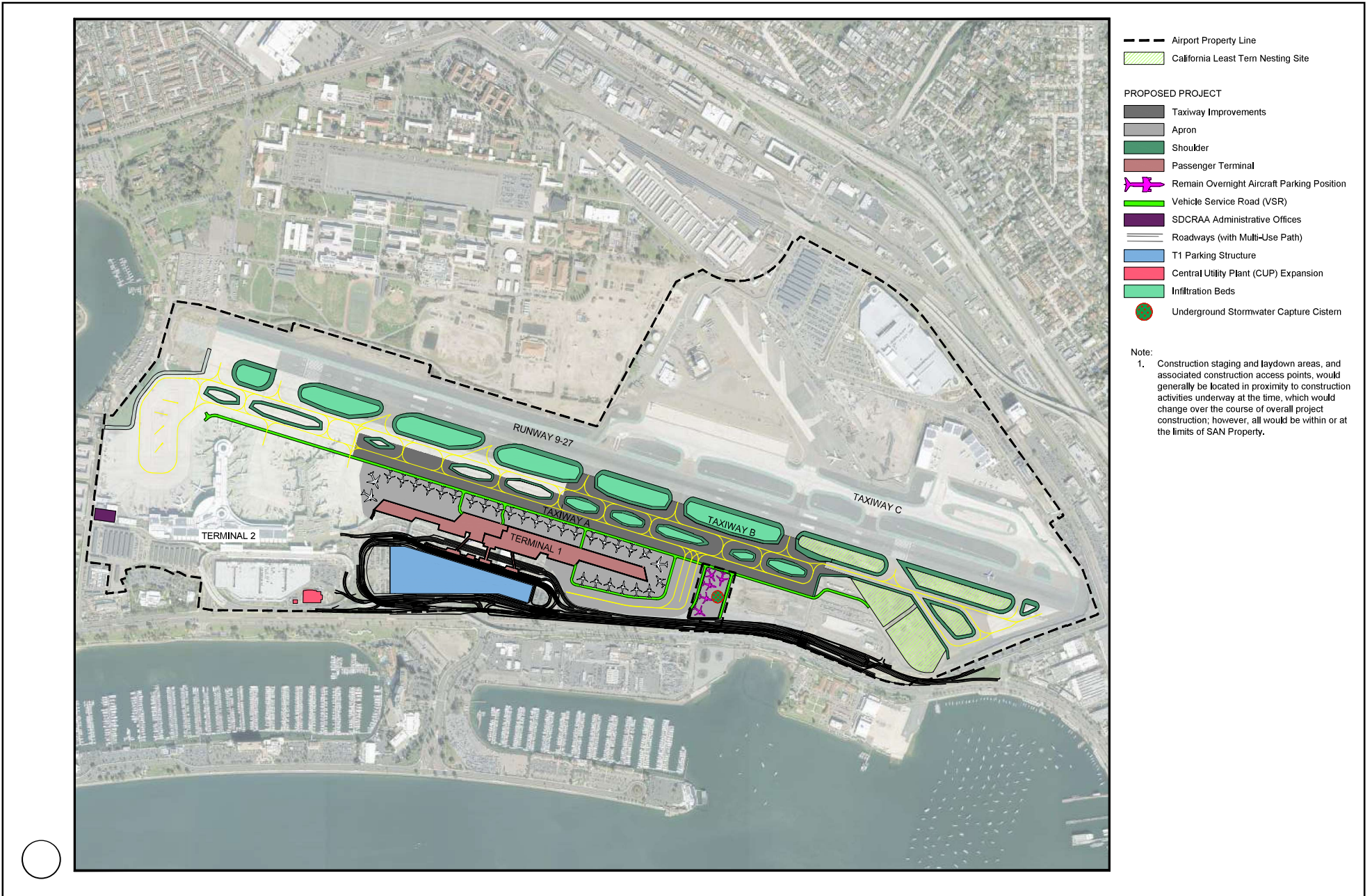


Figure 1
Project Location Map

The SAN Airfield Improvements and Terminal 1 Replacement Project

USGS La Jolla and Point Loma Quadrangles (7.5-minute series)





Source: Jacobsen | Daniels, 2021.

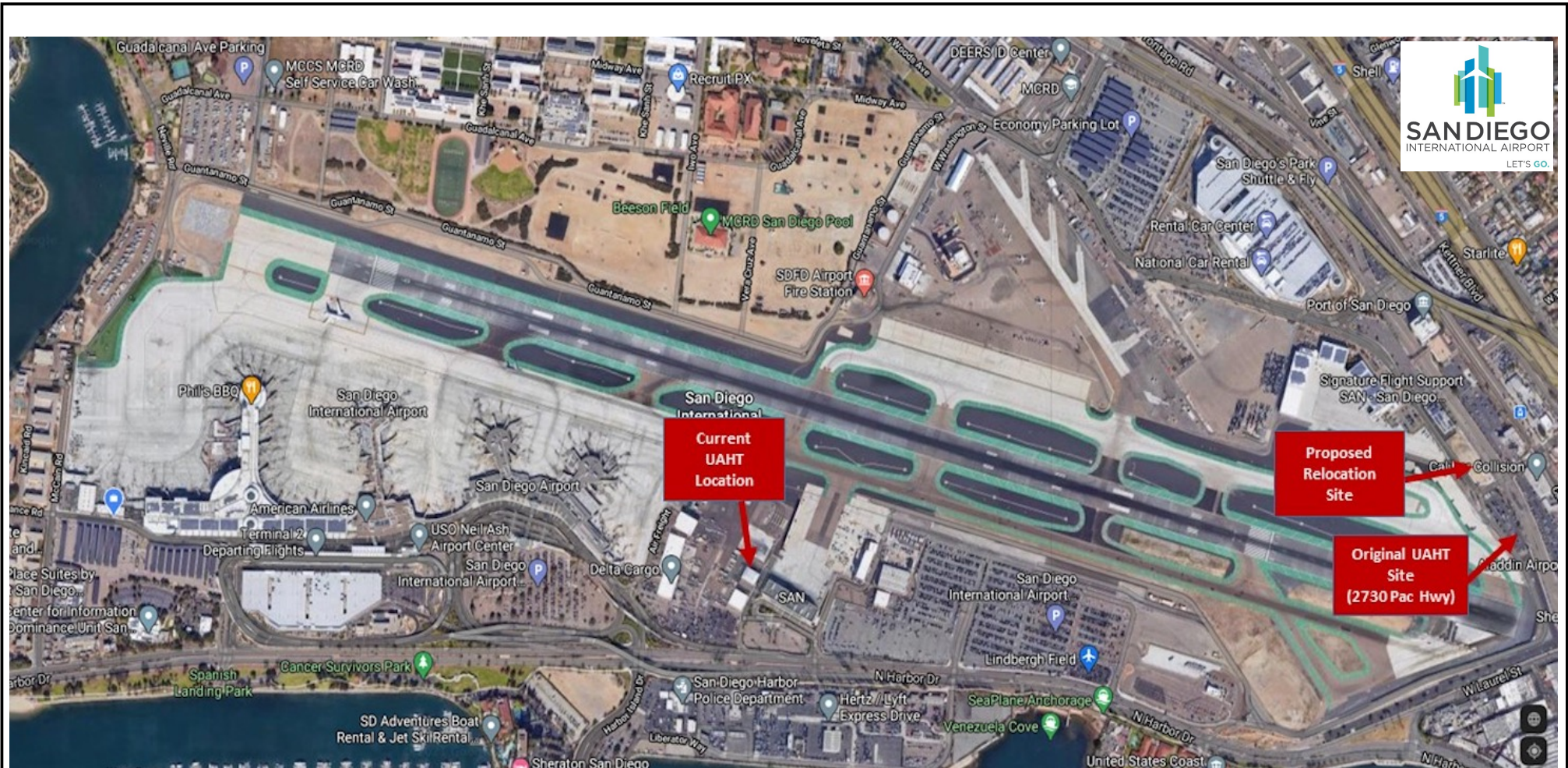


FIGURE 3: UAHT Locations: Original, Current, & Future Location of United Airlines Hangar & Terminal (UAHT)
 SAN Airfield Improvements & Terminal 1 Replacement Project

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**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, *Director*

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August 17, 2021

Reply in Reference To: FAA_2020_0915_001

Submitted Via Electronic Mail

Michael J Lamprecht
Environmental Protection Specialist
Federal Aviation Administration
Western-Pacific Region Office of Airports
777 South Aviation Boulevard, Suite 150
El Segundo, CA 90245

Re: Airport Development Plan, Determinations of Eligibility and Finding of Effect, San Diego International Airport, San Diego, California

Dear Mr. Lamprecht:

The United States Federal Aviation Administration (FAA) is consulting with the 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, and its implementing regulations at 36 CFR Part 800. The FAA is requesting SHPO concurrence with four determinations of eligibility and a finding of no adverse effect to historic properties.

In previous consultation, SHPO requested an additional 30 days to review both the FAA's June 25, 2021 letter and Section 163 of the FAA Reauthorization Act of 2018 (Reauthorization Act). SHPO requested this time so that staff could the better understand the agency's reasoning for exempting five buildings in the undertaking's Area of Potential Effects (APE) from review. Having read the text of the Reauthorization Act and the FAA rationale, SHPO understands that the demolition and relocation five of the nine buildings in the APE is outside of the scope of this undertaking.

Having reviewed your submittal, SHPO offers the following comments:

- 1) SHPO finds the APE delineation adequate to account for direct and indirect effects to historic properties;

Mr. Michael J. Lamprecht

August 17, 2021

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- 2) SHPO concurs that the Convair Wind Tunnel Building and the United Airlines Hangar Terminal Building are eligible for inclusion the National Register of Historic Places (NRHP);
- 3) SHPO concurs that Terminal 1 and the Pacific Southwest Airlines Administrative and Maintenance Building are ineligible for listing on the National Register of Historic Places;
- 4) SHPO understands that the San Diego Airport Authority will accommodate a request by the Viejas Tribal Government that a Kumeyaay cultural monitor be allowed to observe excavation associated with the San Diego International Airport development plan, as outlined in your May 21, 2021 letter.
- 5) SHPO concurs that the undertaking, as described in your May 21, 2021 letter, will not adversely affect historic properties.

If the FAA has any questions or comments, please contact staff historian Tristan Tozer at (916) 445-7027 or Tristan.Tozer@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer