



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

New England Region
Office of the Regional Administrator

12 New England Executive Park
Burlington, MA 01803

JAN 06 2014

The Honorable William N. Brownsberger
Massachusetts Senate
State House, Room 413 C
Boston, MA 02133-1053

Dear Mr. Brownsberger:

Thank you for your letter of December 18, 2013, concerning the increase in airplane noise in Watertown and Belmont due to the implementation of the new Runway 33L departure procedure at Boston Logan International Airport (BOS). In your letter, you stated the cities and towns affected by the change were not given adequate notice of the anticipated change. You requested the Federal Aviation Administration (FAA) to provide an opportunity for the affected communities and the Logan Airport Community Advisory Committee (CAC) to review the true impact of the change and to consider less impactful alternatives. Also, you requested a meeting with the FAA to discuss the issues.

The FAA process for involving the public and soliciting public comment on the Draft Environmental Assessment (EA) is consistent with the National Environmental Policy Act (NEPA). According to FAA's NEPA implementing regulations (FAA Order 1050.1E Environmental Impacts: Policies and Procedures), the FAA should involve the public, to the extent practicable, in preparing EAs.

Public participation occurred throughout the duration of the project. Starting in October 2012, the FAA held three teleconferences/meetings with the CAC and Massachusetts Port Authority (Massport). The purpose of the teleconferences/meetings was to advise Massport and CAC of FAA's Proposed Action and to receive feedback regarding the draft scope of work, the proposed RNAV design and methods of public consultation. CAC provided input on graphics, public involvement and requested that noise exposure population numbers be reported in the Draft EA by community. In addition, coordination and input from the aviation industry occurred during the development and design process of the Proposed Action.

The FAA met with the CAC on January 24, 2013, to answer questions about the Draft EA and published notices in the Boston Globe, Boston Herald, and Metrowest Daily newspapers announcing availability of the Draft EA for public comment. The newspaper notices included a website address for the public to review the Draft EA and information on how to send comments to the FAA within the specified comment period.

In late January 2013, the FAA started to receive numerous comments from the general public on the Draft EA. At the request of state and federal representatives, Massport, with FAA support, presented information related to the Proposed Action to a group of elected officials and staff at the Massachusetts State House on February 5, 2013. Approximately 23 state, federal, and local representatives attended this meeting.

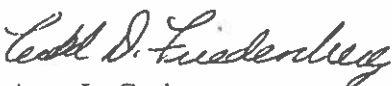
Due to a high level of interest from public and elected officials, (including specific requests to extend the comment period), the FAA extended the comment period to March 15, 2013. During the comment period, the FAA received 384 comments, including a petition with over 1,000 signatures, submitted both via postal mail and electronically to the FAA's environmental specialist. Details of the comments received and FAA responses to those comments are contained in Chapter 5 and Appendix B of the Final EA at the following website: <http://www.bostonmavea.com/>. In addition to the comment period extension, the implementation of the Runway 33L proposed procedure was delayed for 3 months.

The initial six month post-implementation review the FAA normally conducts is a standard part of the Performance Based Navigation (PBN) procedure development process and following that process has ensured that once developed procedures are published, they can be utilized successfully by our industry partners. In this case, however, the FAA decided 12 months of data would provide a more accurate picture of the runway's impact. Therefore, the PBN Office will conduct a follow-on review after 12 months of data has been gathered which will occur after June 5, 2014. As stated in the Final EA, at a minimum, the FAA will share the outcome of the post-implementation review with Massport and the CAC. The need for any additional public coordination will be discussed at the completion of the post-implementation review.

The FAA's mission is to ensure that air traffic flows safely and efficiently from their departure points to their destinations. Despite our best attempts, we acknowledge it is difficult to reduce noise levels in every area. Nevertheless, the FAA is committed to minimizing noise and other negative impacts to the extent possible while ensuring the safety and efficiency of air travel.

If you require further information, please contact Allan Goldsher of my staff at 781-238-7025.

Sincerely,



for Amy L. Corbett
Regional Administrator