



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

October 31, 2014

The Honorable William Brownsberger
Massachusetts Senate
State House
Room 413C
Boston, MA 02133

Dear Mr. Brownsberger:

I am writing to update you on Phase 3 of the Boston Logan Airport Noise Study (BLANS). As stated in our September 2013 letter, Phase 3 continues to be a collaborative effort between the Federal Aviation Administration (FAA), the Massachusetts Port Authority (Massport), and the Logan Airport Community Advisory Committee (CAC) as required by the FAA's August 2, 2002, Record of Decision on the Boston Logan Airside Improvements Planning Project, Environmental Impact Statement.

The purpose of Phase 3 is to evaluate the potential to further reduce aircraft noise to communities surrounding Boston-Logan Airport by changes in runway use. The CAC, with assistance from their independent consultant, have proposed a runway use plan framework that includes changing runway configurations between different time periods within the day and the following day when wind, weather, and operational conditions allow. The CAC has specifically requested that various components of this framework be tested; starting with a test to evaluate how often FAA is able to change configurations from the night period (8:30 p.m. to midnight) to the following morning period (6:00 a.m. to 9:30 a.m.). The CAC states this first test is to address one of the most common complaints from the community, which is anecdotally described as "going to bed and waking up with aircraft noise." Additional details of the test and runway use plan framework, including metrics and monitoring, can be found on the BLANS website at www.bostonoverflightnoisestudy.com. A link to information regarding the runway use plan test is provided on the home page.

Massport supports testing components of the runway use plan and has formally requested that FAA conduct the first test and subsequent different tests once defined. The FAA has agreed to conduct the first test as requested by Massport starting this November, which is planned for 3 months, but may be shortened or extended, not to exceed 6 months, consistent with FAA environmental requirements for individual test procedures. Other tests, while anticipated, may depend in part on the results of one or more of the previous tests. Overall, the FAA's goal is to provide Massport and the CAC with the necessary data to ensure that the final runway use program proposed by Massport will be successful.

We encourage you to review the above mentioned documents and other related information on the BLANS website at www.bostonoverflightnoisestudy.com to determine if you or your constituents may have any concerns related to the runway use plan test(s). As stated in our September 2013 letter, communities are offered a voice in the BLANS process through participation on the CAC, who meet on an as needed basis to discuss the analysis of noise abatement measures. As a designated representative of a community, if you are concerned that changes in runway use may potentially impact communities you represent, please encourage them to consider carefully the importance of such participation and contact one of the CAC officers listed below regarding procedures to join the CAC:

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89 Hollingsworth Avenue
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(781) 848-0315

Jerry Falbo
80 Jefferson Street
Winthrop, MA 02152
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(617) 846-3433

Thank you for your consideration in this matter. If you have any questions or need additional information from the FAA, please contact Allan Goldsher at (781) 238-7025 or allan.goldsher@faa.gov.

Sincerely,

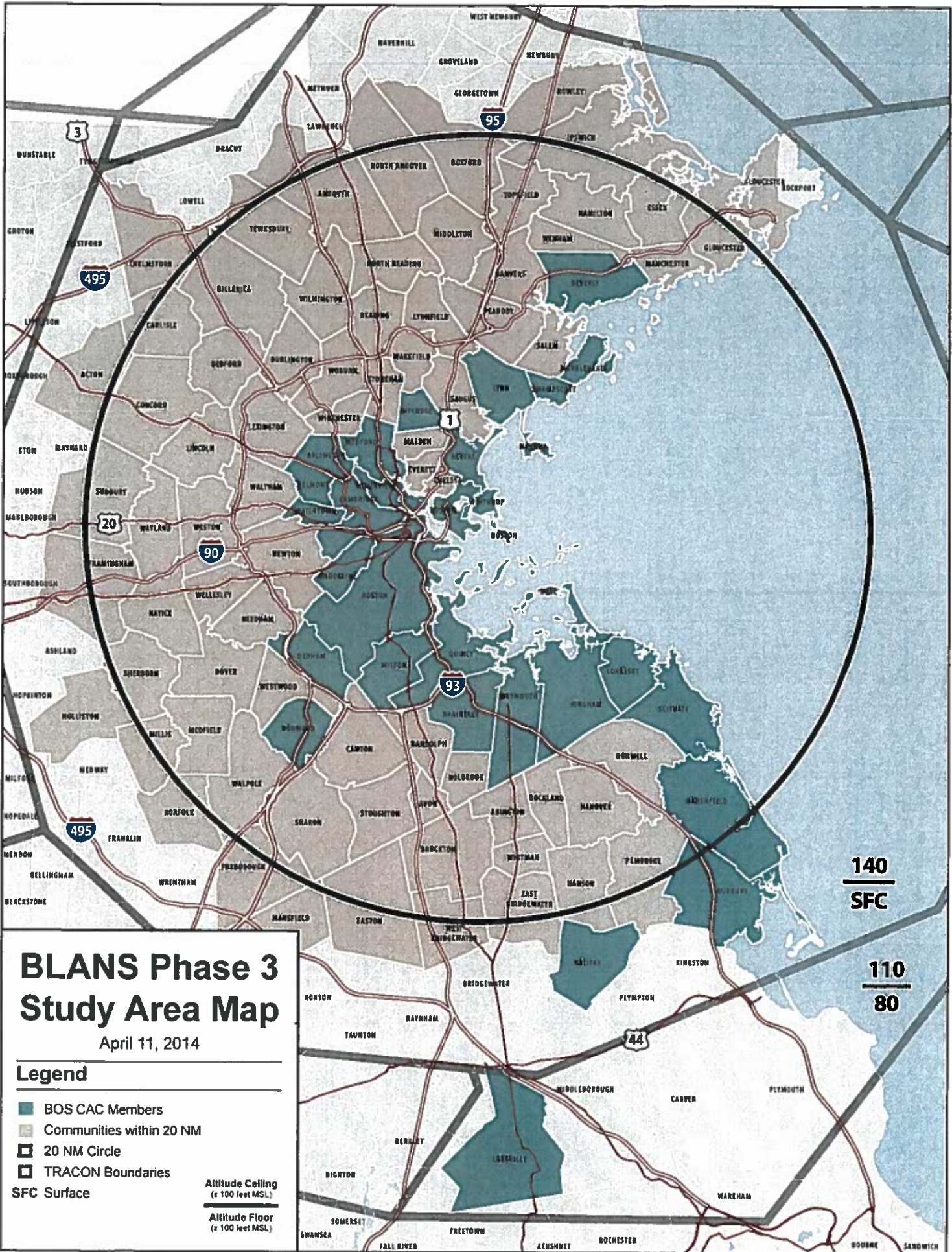


Myron A. Jenkins
Manager, Eastern Service Center, Operations Support Group

Enclosure

Map of study area depicting CAC participating communities

cc: Ms. Sandra Kunz and Mr. Jerry Falbo, CAC officers
Mr. Flavio Leo, Massport



BLANS Phase 3 Study Area Map

April 11, 2014

Legend

- BOS CAC Members
 - Communities within 20 NM
 - 20 NM Circle
 - TRACON Boundaries
- SFC Surface

Altitude Ceiling
(x 100 feet MSL)

Altitude Floor
(x 100 feet MSL)

140
SFC

110
80