



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

Federal Aviation Administration
Southern Regional Headquarters
Eastern Service Center

1701 Columbia Avenue
College Park, GA 30337

DEC 20 2011

The Honorable Thomas P. Kennedy
Massachusetts Senate
State House, Room 109E
Boston, MA 02133

Dear Mr. Kennedy:

I am writing to update you on the status of the Boston Logan Airport Noise Study (BLANS).

In October 2009, the Federal Aviation Administration (FAA) sent your office a letter explaining that proposed noise abatement measures might involve alterations to aircraft routes over a community you represent which was located outside of the BLANS 20 nautical mile study area. We stated that it was too early to know, if any proposals would result in routes designed to overfly this community and/or cause potential changes in perceived noise levels over this community. We also explained that the best way to keep the community updated and involved was for that community to participate in the BLANS as a member of the Logan Airport Community Advisory Committee (CAC). We provided your office with the contact information for the CAC co-chairs as follows:

Sandra Kunz
89 Hollingsworth Avenue
Braintree, MA 02184
skunz@verizon.net or (781) 848-0315

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

Over the past two years, the FAA, Massport and the CAC have worked diligently to complete the second level screening analysis on 32 proposed noise abatement measures that remained for consideration after completion of the Level 1 safety screening analysis. The primary focus of the Level 2 screening analysis was for the FAA to determine if CAC's proposed noise abatement measures would significantly compromise FAA's mission and goals. In addition, Massport analyzed those measures related to ground-based aircraft noise to determine if airport related measures were feasible. The CAC used additional information to determine if the measures met its pre-established noise abatement goals and objectives.

Of the 32 measures analyzed, 17 were eliminated, five (5) have been or are in the process of being implemented, and 10 are currently being considered by CAC to recommend for implementation. The two measures that could potentially have impacted the community you

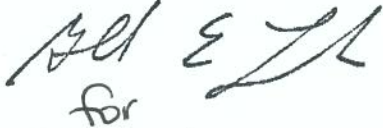
represent have been eliminated (see attached). The analysis related to FAA, Massport and CAC determinations is described in detail for each measure in the Final Level 2 Analysis Report, dated November 2011, and can be reviewed on the following website:

www.bostonoverflightnoisestudy.com.

The FAA will conduct a formal environmental review process under the National Environmental Policy Act (NEPA) with regard to the Phase 2 alternatives now being studied, during Phase 3 of this study. This will not occur until a recommended alternative is proposed for implementation near the completion of Phase 2 which is expected to occur in early 2012.

I hope this helps clarify matters. If you have any questions or need additional information, please contact New England Region's Congressional Liaison, at 781-238-7025 or Barbara.Travers-Wright@faa.gov.

Sincerely,

Handwritten signature of Mark Ward in black ink, appearing as 'M Ward' with a stylized flourish.

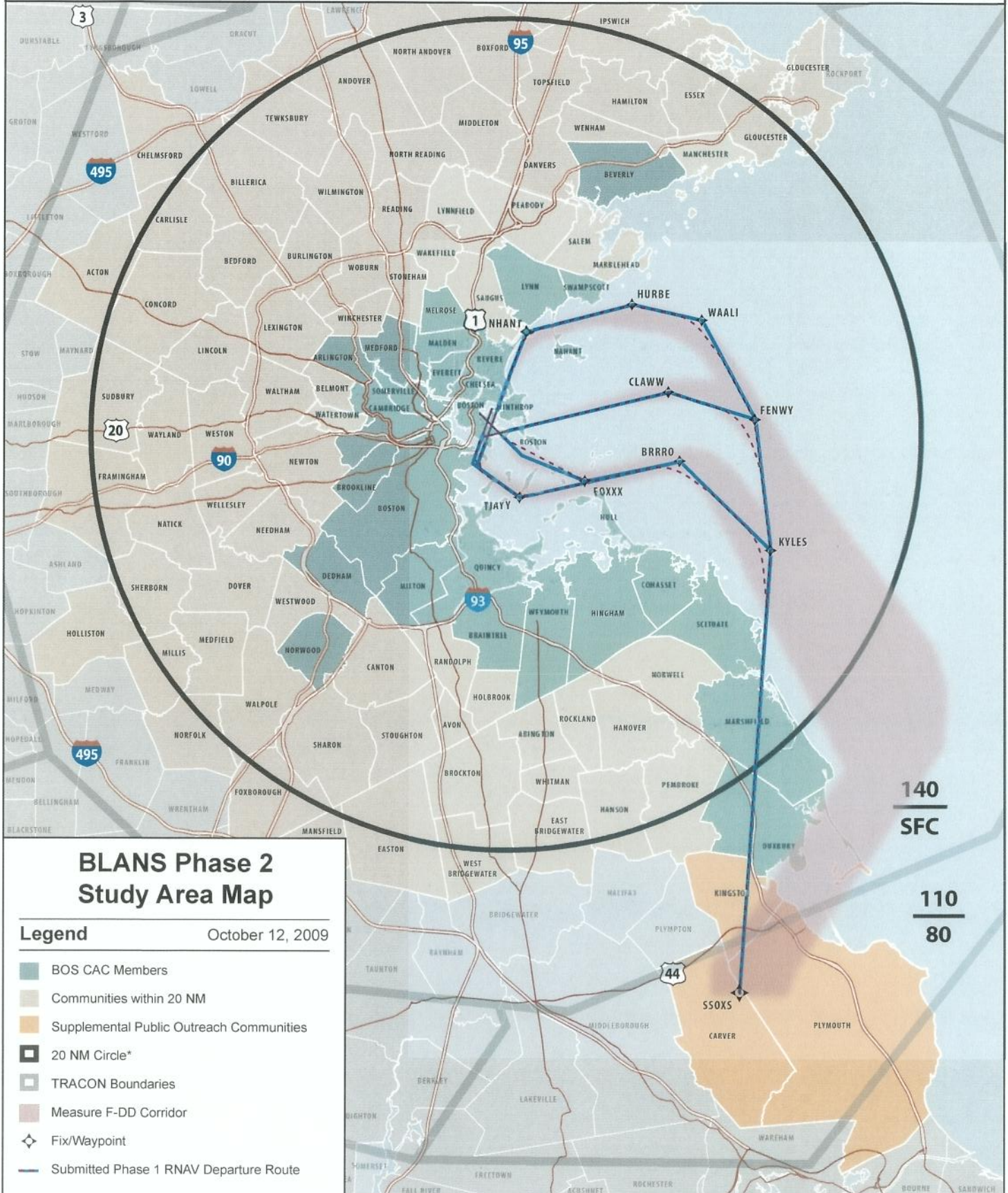
Mark Ward
Manager, Eastern Service Center, Operations Support Group

Enclosure

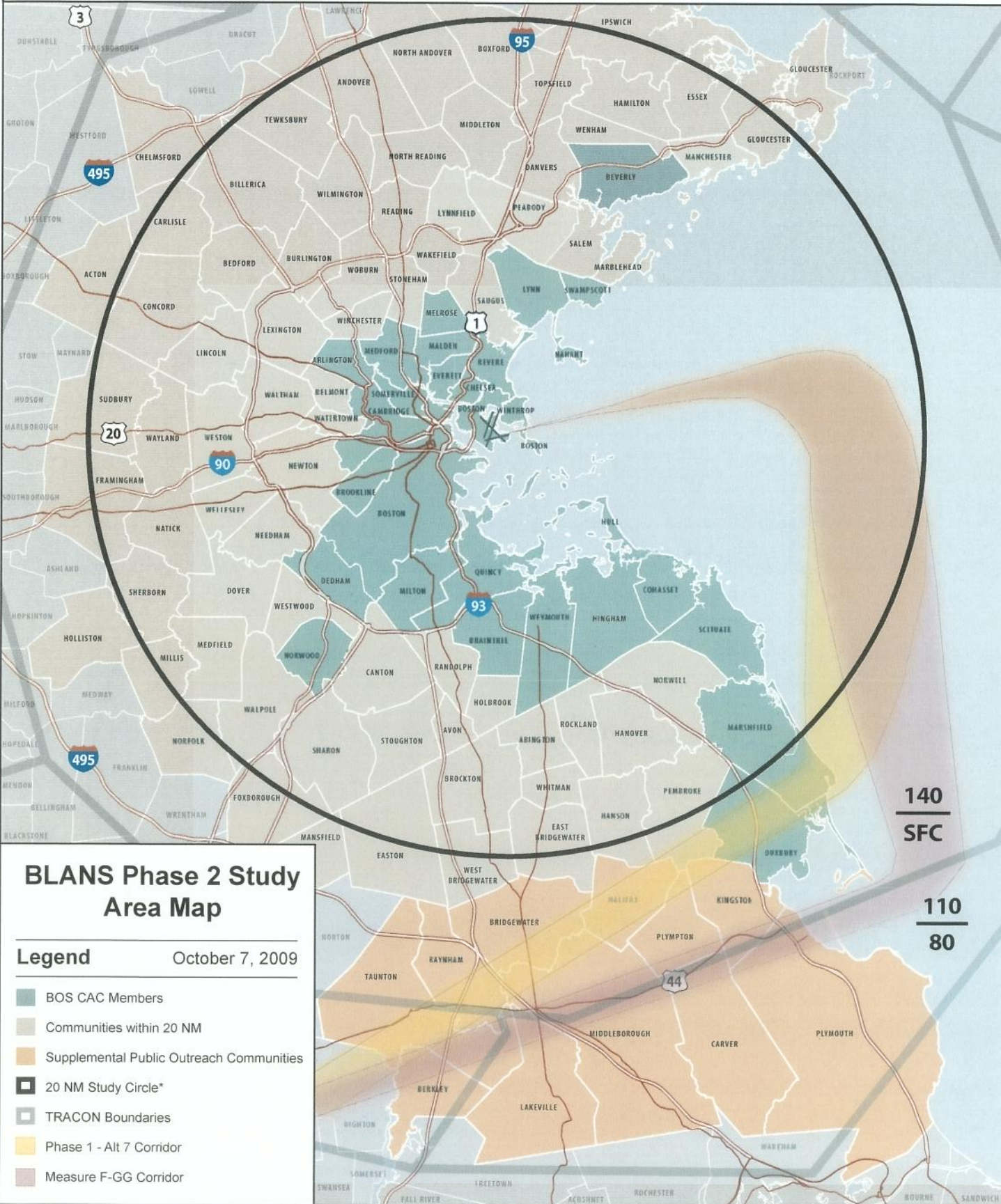
Maps of study area depicting CAC participating communities and proposed CAC measures that have been eliminated

cc: Ms. Sandra Kunz and Mr. Jerry Falbo, CAC co-chairs
Mr. Flavio Leo, Massport

* The BLANS study area is defined based on altitude and distance from the Boston Logan Airport. Based on detailed radar data analysis, FAA, Massport and CAC concluded that the majority of air traffic routes at or below 14,000 feet that are subject to change are within 20 nautical miles from the Airport. The intent of the study area is to designate an area for detailed analysis such as aircraft noise exposure where most changes are expected to occur. Although a study area is designated, proposed measures can involve procedures that operate throughout the FAA Terminal Radar Approach Control (TRACON) area. CAC proposed two measures that change an arrival and departure procedure, which both operate within the TRACONS boundary, but are directed over communities outside of the current study area. At this point in the process, the two measures are conceptual in nature and require further definition and review by the FAA. It is probable that these concepts may be changed or eliminated; therefore redefining the study area at this point is premature. At the conclusion of the Level 2 process, FAA, Massport and CAC will re-evaluate the study area based on measures passed to Level 3 and their definitions (route location).



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BLANS Phase 2 Study Area Map

Legend

October 7, 2009

- BOS CAC Members
- Communities within 20 NM
- Supplemental Public Outreach Communities
- 20 NM Study Circle*
- TRACON Boundaries
- Phase 1 - Alt 7 Corridor
- Measure F-GG Corridor