



U.S. Department
of Transportation

**Federal Aviation
Administration**

Air Traffic Organization
Air Traffic Services
Air Traffic Operations Eastern Service Area North

New England District
25 Robert Milligan Parkway
Merrimack, New Hampshire 03054

September 18, 2014

Mr. Flavio Leo
Deputy Director, Aviation Planning and Strategy
Massachusetts Port Authority
One Harborside Drive
East Boston, MA 02128-2909

Dear Mr. Leo:

The FAA has reviewed your August 19, 2014, letter requesting that we conduct tests of proposed runway use components as part of the final phase (Phase III) of the Boston Logan Airport Noise Study (BLANS). The request specifically is to conduct four, three-month tests of individual components of a potential runway use program. You anticipate that these tests will be completed within a year.

While your letter refers to tests of four (4) different components of a proposed Runway Use Program (RUP), only the first test, which will evaluate runway use changes from the night period to the following morning period, has been developed with sufficient parameters and measurement metrics. The remaining tests, while anticipated, may depend in part on the results of one or more of the prior three-month tests. Additionally, these tests of subsequent components exist only as a framework or outline. Since the specifics of the future tests are unknown we can only commit to Test 1 at this time. We will consider any additional tests of RUP components when the FAA has received sufficient information from Massport. Subsequent tests would be conducted, as separate and distinct tests requiring individual analysis.

The FAA will commit to a target date of November 1, 2014, to begin Test 1. The testing period 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. Overall, our goal is to provide Massport and the Logan Airport Community Advisory Committee (CAC) with the necessary data to ensure that the final runway use program proposed by Massport will be successful. We agree that future tests should be developed and conducted without delay so that the entire series of tests might be completed in as short a time as possible, consistent with the FAA's and Massport's environmental requirements.

Sincerely,

Robert K. Jones
District Manager, New England Terminal Services