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December 13, 2011

Ms. Sandra Kunz, Co-Chair
Community Advisory Committee (CAC)
89 Hollingsworth Avenue
Braintree, MA 02184

Mr. Jerry Falbo, Co-Chair
Community Advisory Committee (CAC)
80 Jefferson Street
Winthrop, MA 02152

Dear Sandra and Jerry:

As the FAA's Boston Logan Airport Noise Study (Noise Study) nears completion, the CAC has requested that the Massachusetts Port Authority (Massport) conduct regular meetings with the CAC as a forum for dialogue with Massport regarding noise issues after the Noise Study ends. The CAC has also requested that Massport commit to implementation of certain ground measures that have been evaluated and recommended as a part of the Noise Study.

With regard to CAC's request for regularly scheduled meetings with Massport to discuss airport-related noise issues, Massport is prepared to commit to facilitating and attending meetings with the CAC on a mutually agreed schedule. In addition, Massport is prepared to commit to providing meeting space and to facilitate voluntary participation by the FAA and the airlines, if requested. At these meetings, Massport staff will provide available airport noise-related information including noise complaints, results of investigations of specific events, announcements regarding construction activity, and formal reports such as the tracking of peak period pricing and summary runway use data. Massport will also continue to accommodate CAC's periodic needs for meeting space, parking and telephone conferencing at the Logan Office Center related to CAC internal governance and communication with members regarding Logan-specific noise concerns.

With regard to your request for implementation of the ground measures that were evaluated and recommended as part of the Noise Study:

1. Single Engine Taxiing. Massport is prepared to continue to issue reminder/confirmatory letters to air carriers that Massport encourages the use of single-engine taxiing when the pilot-in-command determines that it is safe to use single-engine taxiing procedures; and to issue those annual letters for CY 2011, 2012 and 2013. All such correspondence will, of course, contain a statement to the effect that the ultimate decision to employ this or similar requested ground noise abatement measure is voluntary and subject to operational conditions and, ultimately, to the discretion of the pilot-in-command. After 2013, Massport will re-assess the need for further outreach.

In addition, Massport also is prepared to commit to working with the airlines at Logan to create a “fly friendly” poster to encourage compliance with noise abatement initiatives, to request that “fly friendly” information be distributed to pilots, and that the posters be displayed in all pilot lounges at Boston Logan. The display and placement of the posters in pilot lounges is subject to the discretion of the airline that controls the pilot lounges.

Finally, Massport, as a member of FAA PARTNER Center of Excellence, will continue to support research related to reducing ground noise, and offer Boston Logan as a test site (including offering support such as staff time and facility space) to support the research.

2. Limit Use of Reverse Thrust. Massport will include in the letters regarding single-engine taxiing procedures to airlines and the “fly friendly” posters described above, the use of limiting reverse thrust as an additional measure available to airlines to reduce ground noise. This information will be provided with the understanding that the noise abatement measure is voluntary and subject to operational conditions and, ultimately, to the discretion of the pilot-in-command.
3. Relocate Ground Run-ups. Massport is prepared to commit to working with the FAA and airlines to encourage the use of Runway 14/32 at the 32 end (when Runway 14/32 is not in use) as an additional alternative to the existing engine run-up locations. Reporting on engine run-up complaints (e.g. time of day, issues, location of run-ups), will be shared and could be included in the regularly scheduled CAC/Massport meeting agenda. While Massport does not have data on single event noise for each run-up, to meet the intent of the request, Massport can provide to the CAC (based on historic aircraft types that require engine run-up checks at Logan) corresponding estimated single event noise levels.
4. Use of Departure Holds Pads. Massport supports the use of existing pavement for staging aircraft, if aircraft are being held due to ground stops/holds at Logan or at other destination airports. Massport supports the identification of specific areas to stage aircraft, including taxiway Mike south of Runway 15L/33R and Runway 14/32 pavement areas (when Runway 14/32 is not in use), with the intent of keeping holding aircraft away from the north end of the airfield or near the Bayswater/Court Road neighborhoods when operating conditions permit. Massport commits to working with the local FAA Tower to minimize, to the extent feasible, the staging of aircraft north of Runway 15L/33R when they are on hold due to weather or other technical issues.

Massport is prepared to commit to working with the FAA to seek to construct a hold pad at or near the midpoint of the airfield near taxiway Mike to allow for short-term staging of aircraft. This commitment is subject to required regulatory permitting, FAA safety/operational approval, FAA funding availability and Massport capital budget process approval. The permitting assessment will include, among other requisite environmental considerations, analysis of impacts to airfield grassland areas designated as protected habitat as required under the state Endangered Species Act. As part of the engineering design phase of constructing such a pad, Massport will explore the feasibility/practicability of installing “ground power units” to allow aircraft to shut down their primary engines and reduce noise and emissions.

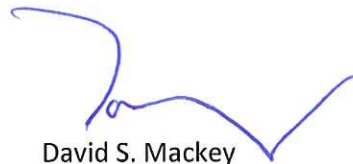
If the hold pad is found to be impracticable based on safety, operational, permitting, environmental and/or financial reasons, Massport will continue to work with the FAA to minimize staging of aircraft north of Runway 15L/33R with the intent of reducing noise exposure to the Bayswater/Court Road neighborhoods.

5. Implementation Time-Frame. Massport will implement the commitments contained in this letter promptly. Massport staff has already begun to implement some of the action items listed, such as encouraging single-engine taxiing and using Runway-end 32 for engine run-ups when appropriate, and we will continue to utilize the annual Logan Environmental Data Report (EDR) as a vehicle for publishing updates. We propose that the first meeting of the joint CAC/Massport noise committee be held in the spring of 2012 or soon thereafter and consistent with the Noise Study schedule.

Finally, I would appreciate very much the opportunity to meet with you both in the near future to discuss your concerns and begin this new relationship between the CAC and Massport.

On behalf of Massport, I wish you and your family a happy and safe holiday season.

Sincerely,



David S. Mackey
Interim CEO and Executive Director
Massachusetts Port Authority

cc: Edward Freni, Director of Aviation
Betty Desrosiers, Director, Aviation
Planning & Strategy
Flavio Leo, Deputy Director, Aviation
Planning & Strategy