



Massachusetts Port Authority
Thomas P. Glynn, Chief Executive Officer
One Harborside Drive, Suite 200S
East Boston, MA 02128-2090
Telephone (617) 568-1003
www.massport.com

May 11, 2016

Via Electronic Mail

Logan Airport Community Advisory Committee (Logan CAC)

Dear Members of the Logan CAC:

We write to you on three significant and time sensitive matters, all further explained below:

1. **Modifying the current BLANS scope to focus on short term respite:** The support by the Massachusetts Port Authority (Massport) of refocusing the remaining funds to design a plan for implementation. Specifically, as you know, the Logan CAC has debated two alternatives ("Test 1&2" vs. "Test 4").

We support "Test 1&2" with some agreed upon modifications.

2. **Timeline and Funding Constraints:** Given the existing funding timing constraints (funds expire on September 30, 2016), and the corresponding resources constraints, Test 1&2 is the most viable and practical path to bring the most benefits to all communities.
3. **Reporting:** Massport understands the importance of reporting to communities. We believe we need a collaborative approach with the Logan CAC to have a new, long term plan that meets the needs within the available resources.

As you know, the, the Logan CAC, Massport and the Federal Aviation Administration (FAA) are undertaking a multi-phased Boston Logan Airport Noise Study (BLANS). The BLANS began in 2003 with a budget of over \$8 million dollars, jointly funded by the Massport and FAA. Together, we have successfully completed Phases 1 and 2 which focused on identifying, evaluating and implementing individual noise abatement measures. The final phase, Phase 3, is currently underway and seeks to develop a runway use program for Boston Logan. To further this progress, we believe it is timely and appropriate to provide the Logan CAC with Massport's perspective on the BLANS project as it stands today.

Under Phase 3 to date, the FAA Airport Control Tower has tested two strategies to reduce short-term, persistent use of runway configurations from November 2014 to November 2015, as recommended by the Logan CAC to Massport. Since December of 2015, Massport, the Logan CAC and the FAA have been working toward an agreement on a final test and an amended scope of work that would complete Phase 3. The amended scope of work and budget to complete Phase 3 was finalized on March 9th, reflecting the Logan CAC, Massport, and FAA agreed upon scope to compete this last phase by September 30th, 2016. The FAA grant underpinning this effort expires on September 30, 2016 with no opportunity to extend or add funding.

A critical milestone was the approval by the Logan CAC by mid-April on the development of a final test protocol described in Task 3.6 of the amended scope of work. The reason for this milestone was to allow the FAA time to finalize the design, train and implement a 3-month test if needed and for the project and independent consultant team to conduct analysis for Logan CAC review and a recommendation of a final program by this fall.

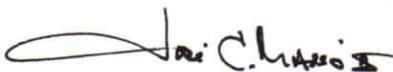
No agreement was reached at the Logan CAC meeting on April 13th, which both Massport and the FAA attended, and subsequent email communication among Logan CAC members, and notification from the Logan CAC president to the FAA have also not resulted in approval by the Logan CAC on the final test in the amended scope of work. Furthermore, the date is now passed to allow the FAA time to conduct a three month test within the original timeframe and permit the analysis of the test data before the BLANS funds lapse.

Persistently, through a series of Logan CAC meetings and emails, Massport has witnessed concerns expressed by many CAC members over the final test portion of the scope of work particularly the proposal to change specific runway utilization percentages. Massport believes, however, there is a general opinion among the Logan CAC members that a plan to provide the FAA Tower guidance when selecting runways that would seek to reduce short term persistence is an achievable plan. Therefore, Massport proposes that the BLANS Phase 3 effort now focus on developing a program to address persistent overflight noise experienced by communities under Logan's flightpaths. Tests #1 and #2 can provide the basis for considering this approach. Also, budget resources can be re-allocated to design data reports that can later be adopted by Massport to inform the communities on a regular basis. Massport has reached out to the FAA and the FAA has stated its support to move forward in this direction with continued Logan CAC collaboration.

Massport believes that such a scope of work plan can be accomplished within the budget and grant expiration of September 30th, 2016 if we work together expeditiously. Given the short time frame, Massport and FAA are ready to meet as soon as next week with the consultant team of Ricondo and L&B and possibly a technical subcommittee of the Logan CAC to ensure there is a successful completion to this final phase of the BLANS

We look forward to engaging with the Logan CAC as soon as possible in order to accomplish the final phase of the BLANS within the budget and time constraint of the grant.

Sincerely,
Massachusetts Port Authority



José Massó
Director, Community Relations

Cc:
Terry English, Federal Aviation Administration
Todd Friedenbergl Federal Aviation Administration
Thomas P. Glynn, CEO, Massport
Betty Desrosiers, Massport
Flavio Leo, Massport
Declan Boland