



U.S. Department
of Transportation
Federal Aviation
Administration

Eastern En Route Office

1701 Columbia Avenue
College Park, Georgia 30337

NOV 20 2007

Mr. Edward Freni
Massport, Director of Aviation
One Harborside Drive, Suite 200S
East Boston, MA 02128-2909

Dear Mr. Freni:

As you are aware, on October 16, 2007, the Federal Aviation Administration (FAA) issued a Categorical Exclusion (CATEX) and Record of Decision (ROD) for the Phase 1 alternatives of the Boston Overflight Noise Study. We have already asked Ms. Sandra Kunz, President of the Logan Community Advisory Committee (CAC), in a letter dated November 2nd, to extend our sincere thanks to all of the CAC members for their tremendous efforts over the last few years to ensure the completion of Phase 1 of the study.

I would like to take this opportunity to also thank you and your staff for the support you have provided throughout the study, including, but certainly not limited to, attendance at numerous long meetings of the Boston Technical Advisory Committee. Overall, the process involved complicated airspace and controversial community issues and necessitated the preparation and review of highly technical information to support a decision on which alternatives could qualify for a CATEX and meet the requirements of the August 2002 Airside ROD.

I expect that Phase 2, now appropriately named the Boston Logan Airport Noise Study (BLANS), will continue to be equally as, if not more, challenging than Phase 1. The FAA is currently developing a Phase 2 protocol, which we hope will clarify and further improve the efficiency of the process. Massport and the CAC will have an opportunity to comment on the protocol.

In addition, I would like to take this time to clarify our expectations regarding Massport's role in the Phase 2 process. Unlike Phase 1, the FAA expects in Phase 2 for Massport to make a formal recommendation to the FAA on what, if any, alternatives should be carried forward for further study in Phase 3. This is consistent with FAA's noise abatement policies, in particular, the Aviation Noise Abatement Policy (ANAP) of 1976. We recognize that we treated Phase 1 as an exception to that general policy as provided in the August 2002 ROD.

The ANAP addresses the authorities and responsibilities of federal, state and local governments, local elected officials, and airport proprietors in the abatement of aircraft noise.

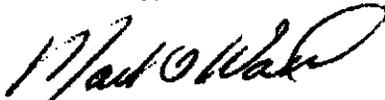
In summary, the federal government (FAA) has the authority and responsibility to control aircraft noise by the regulation of source emissions and through funding and technical assistance to airport proprietors for noise reduction planning. The airport proprietor is primarily responsible for planning and implementing action designed to reduce the effect of noise on residents of the surrounding area.

The ANAP states that the action plan should include a program to ensure maximum land use compatibility with airport operations. The ANAP specifically identifies actions that the airport proprietor can propose to the FAA such as, but not limited to a preferential runway use system and preferential approach and departure flight tracks. The FAA's role is to review the actions proposed by the airport proprietor to determine if they may be implemented without creating a safety hazard or significantly affecting the efficient use and management of the navigable airspace. In addition, FAA must ensure compliance with the National Environmental Policy Act.

To further ensure clarity in Phase 2 and be consistent with the ANAP and the 2006 Scope of Services for Phase 2, I am requesting that Massport state in writing its intent to make a formal recommendation to the FAA on what, if any, Phase 2 alternatives should be carried forward to Phase 3 of the BLANS. This will help alleviate any misconceptions that have surfaced in response to the Phase 1 process. We understand that Massport's formal recommendation will rely heavily on the CAC recommendation once the Phase 2 analyses have been successfully completed.

Please contact me if you have any further questions or concerns regarding this matter. Thank you again for your continued support and commitment to this very important study.

Sincerely,



Mark Ward
Group Manager, System Support
Eastern Service Center