



CITY OF CAMBRIDGE • EXECUTIVE DEPARTMENT

Robert W. Healy, City Manager *Richard C. Rossi, Deputy City Manager*

October 30, 2007

Amy L. Corbett, Regional Administrator
New England Region
Federal Aviation Administration
12 New England Executive Park
Burlington, MA 01803

Re: Logan Airport runway usage

Dear Ms. Corbett:

The City of Cambridge is greatly concerned about the dramatic changes in runway utilization patterns at Logan Airport that have caused a significant increase in use of Runway 33L for departures over our community, and other communities to the northwest of Logan Airport.

Information that the City has received from Massport shows that since the first of the year, when Runway 14/32 went into operation, usage of Runway 33L for jet departures has drastically increased from the historic average of 5% to 7% to as much as 24% of jet departures during the period January to June 2007. While we note that number slightly decreased (to 19%) over the eight-week period ending in September, the changes in the number of departures over Cambridge are significant and very much of concern to the city and its residents. Further, it is clear that Runway 33L is not just being used when there a strong northwest winds, which has been the justification in the past, as we have observed the runway being utilized on other days with calm winds from different directions.

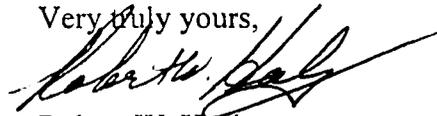
Cambridge residents have been calling my office, city agencies, city councilors, and other city representatives – as well as submitting increased complaints to the Logan Noise Abatement Office – to complain about the increased noise being experienced in our neighborhoods, the fact that sleep is being disturbed, and outdoor activities are being adversely affected.

We have been attempting to understand the reasons for this change, and what process the FAA went through to evaluate the increases in noise and related impacts which would take place when three or four times more departing aircraft fly over our communities. We are very disturbed to learn that the FAA apparently made no evaluation of these changes in advance of their implementation, did not give any advance notice to the affected communities, and did not afford the public any opportunities to understand the reasons for the changes, or to provide comments prior to the changes taking place. Further, we know that the FAA's 2002 approval of

and Final Environmental Impact Statement (FEIS) for Runway 14/32 gave assurances to our communities, and the general public, that the construction and use of this new runway, in combination with usage of Runway 33L and 27, would not result in any change in runway use frequencies. Such changes were to occur only after being considered in the Boston Noise Study, which has just begun to address these particular runway utilization changes.

I look forward to your response to my letter and to receive assurances from you that usage of Runway 33L will be reduced and that the FAA will honor the commitment made to communities in the FEIS, that construction of Runway 14/32 would not change usage frequency of Runway 33L without consultation with affected communities. Should you have any questions, please contact Beth Rubenstein (617-349-4611) or Susanne Rasmussen (617-349-4607) in the Community Development Department.

Very truly yours,

A handwritten signature in black ink, appearing to read "Robert W. Healy", written over a horizontal line.

Robert W. Healy
City Manager