



Massachusetts Port Authority

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January 28, 2020

D. Kirk Shaffer
Associate Administrator for Airports
Federal Aviation Administration
Office of the Associate Administrator for Airports (ARP)
800 Independence Avenue SW
Washington, D.C. 20591

Subject: Residential Sound Treatment and Old Window Technology

Dear Associate Administrator Shaffer:

The Massachusetts Port Authority (Massport) and the FAA have a strong, historic partnership implementing one of the most successful airport noise mitigation sound treatment programs in the nation. Since 1984, when Massport and the FAA first collaborated on testing noise mitigation strategies for homes, we have sound insulated over 11,000 dwellings and 36 schools in 7 communities most affected by aircraft noise. I am writing today to formally request that our two agencies work together to address the first generation treatments (dating from 1984 to 1993) located in our highest noise-impacted communities.

Boston Logan International Airport has been experiencing tremendous growth due to a strong economy and a vibrant airline industry. Over the past five years, traffic at Logan has increased by over 10 million passengers. This level of growth requires Massport, with support from the FAA and our airline partners, to invest in new infrastructure at Logan Airport. A critical part of our success in proposing and implementing key projects at an urban airport in close proximity to residential communities is our ability to address aircraft noise and air emissions impacts.

One area of community engagement around noise impacts has been the re-treatment of homes that were sound insulated during the early years of the residential soundproofing program. The composite structures and materials that were used then are no longer in use. The structures and materials used in window and door treatments today are more effective and durable.

The FAA's current policy does not allow the re-treatment of homes that were previously sound insulated under the program. I respectfully request that the FAA revisit this policy for those homes that were treated between 1984 and 1993 with the old technology and continue to fall within the latest 65 DNL contour. This request targets a narrow set of eligible homes with the highest noise exposure and whose owners have not been able to update their structures to take advantage of the vast improvements in the efficiency and effectiveness of window and door treatments.

I look forward to further discussions with you on this critical community engagement effort.

Sincerely,

A handwritten signature in blue ink that reads "Lisa S. Wieland".

Lisa S. Wieland
Chief Executive Officer

cc: Winsome Lenfert, (FAA), Gail Latrell (FAA), Ed Freni, Flavio Leo, Senator Edward Markey,
Senator Elizabeth Warren, Congresswoman Katherine Clark, Congresswoman Ayanna Pressley