



U.S. Department of Transportation

**Federal Aviation Administration**

October 27, 2015

TO:  
Massachusetts Port Authority/Boston Logan Internat  
Attn: Shailesh Gongal  
One Harborside Drive  
East Boston, MA 02128  
sgongal@massport.com

RE: (See attached Table 1 for referenced case(s))  
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2015-ANE-581-NRA		BOSTON, MA	42-21-08.25N	71-00-18.51W	20	44
2015-ANE-582-NRA		BOSTON, MA	42-20-57.96N	71-00-20.28W	20	44

Description: Install a bird radar detection system (the "BSTAR")(includes Radar (94" tall), Equipment Trailer nearby (12' tall) and a small generator(3' tall)) to detect and track bird hazards on airport property and on and near airport property. The BSTAR will provide continuous surveillance of Logan International Airport (BOS)airspace within the limits set forth in the BSTAR specifications. This filing covers additional height and one additional location in case the radar has to be raised or moved to alternate location for better coverage. Freq

We do not object to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on April 27, 2017 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Gail Lattrell [gail.lattrell@faa.gov](mailto:gail.lattrell@faa.gov).

Gail Lattrell  
DivUser