Public Information Meeting
Logan Airplane Noise in Cambridge
March 3, 2015

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Meeting Objectives and Agenda:

• Objective: To update residents about recent changes in airplane noise patterns since the implementation of Runway 33L RNAV in June 2013.

• Agenda:
  • Introductions of Representatives and Legislators
  • Background & Overview by Cambridge Representative to the Logan Community Advisory Committee (CAC)
  • Updates & Comments from Legislators
  • Questions from Residents
  • Discussion of options and next steps
Northwest Flow Operating Configuration

- Arrivals to R 33L, 32 and 27
- Departures from R 33L and 27
Pre-May 2013 Flight Operations – ATC Random Distribution

Figure 2-4
Runway 33L LOGAN SIX
Departure Procedure - No Action Alternative - Logan Airport Vicinity

Legend:
- Existing (LOGAN SIX) Runway 33L, Prop Departures
- Extended (LOGAN SIX) Runway 33L, Jet Departures
- Existing BOS V/OR/DMME Community within Study Area
- County Boundary
- Interstate
- Highway

Boston Logan International Airport Runway 33L RNAV S/D Final EA

LOGAN SIX Departure Description:
Jet Aircraft: Takeoff Runway 33L; Climb heading 331 degrees to BOS 2 DME, then turn left heading 310 degrees. Silence expected radar vectors to assigned route/NAVAID/Fix. Maintain 2,000’ or lower assigned altitude.
Non-Jet Aircraft: Climb on assigned heading, then expect radar vectors to assigned route/NAVAID/Fix. Maintain 3,000’ or lower assigned altitude.

Cambridge
How did we get here? Runway 33L RNAV Process:

- Logan Citizens Advisory Committee, Noise Study Phase II
- Starting in 2008 several alternative RNAV (Area Navigation) options for runway 33L were evaluated.
- Runway operational changes follow a prescribed Environmental Assessment (EA) process.
- Noise models and other environmental impacts were studied
- Communities and Officials were informed of this activity
- In January 14, 2013 – the FAA issued a Draft EA for their proposed RNAV procedures for 33L were presented to the CAC and a request for public comment was made (ads in papers, articles in Globe, etc.)
- Public comment period was open until March 15th, 2013.
- The FAA issued a Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the Runway 33L RNAV SID Final EA on June 4, 2013.
- Runway 33L RNAV was implemented in mid-June
Flights on RNAV procedures follow prescribed GPS flight paths that concentrate traffic under the yellow lines shown in the graphic above.
Figure 6
Runway 33L Flight Track Dispersion Comparison

Legend
- Runway 33L RNAV SID, Noise Minimizing Departure Flight Tracks (Expected hydrogen tracks)
- Pre-implementation RNAV Runway 33L Departures
- Post-implementation RNAV Runway 33L Departures
- Waypoint
- Study Area
- Community within Study Area
- County Boundary
- BOS VOR/DME
- Interstate
- Highway

Note: Procedure applies to RNAV-capable Jet aircraft. Turboprop and non-RNAV capable aircraft use LOGAN 5IX Conventional SID.

From FAA’s 6 month Post-implementation Review
Close up of post 6-month flight tracks in blue (original in green)
Noise Complaints to Massport from Cambridge residents

Based on complaint data received from Massport before and after 33L RNAV late June 2013 Implementation. Complaints also reflect other Cambridge aircraft related complaints such as helicopter and banner tow planes.
Activities

• Review of 6 month and one year post implementation studies
• Questions to FAA post-implementation
• Response from FAA
• Continued involvement with CAC (several meetings)
What are the results?

• State Legislator’s meeting with FAA/ATC
  • Intent was to understand RNAV operational procedures and explore adding some flight path variability.
  • Not practical using the current navigation systems and technology
What are the results?

- BLANS Phase III Noise Study – Runway Use Procedures Trial (Nov-Jan)
  - Coordinated by CAC, FAA and Massport
  - Attempt to vary the repeat use of runway configurations from evening block and morning block
  - Could provide relief from constant use of a runway configuration for days (weather and operational conditions permitting)
  - Trial began in mid-November and will last for up to 3 months
  - Data on effectiveness to be evaluated to see if procedure should be adopted or modified
What are the results?

• Quiet Skies Caucus Formed by Congressional Representatives
  • MA Representatives Congresswoman Katherine Clark, Congressman Mike Capuano

Caucus mission: “to raise awareness on the issue of aircraft noise and work to find meaningful solutions to the problem”
Other Activities

• Milton Resident’s Litigation – still ongoing – outcome uncertain (United States Court of Appeals for the First Circuit, Docket #: 13-1984, Fleitman v. FAA, Appeal From: Federal Aviation Administration (FAA))

• Milton Residents align with Minneapolis St. Paul Fair Skies Group – form BOS Fair Skies (http://www.bosfairskies.com/)

• Push by some in the House (Joe Crowley (D-Queens, the Bronx) to accelerate airline requirements to move to quieter engines. H.R. 3650: Silent Skies Act of 2013, Introduced: Dec 4, 2013, Status: Referred to Committee on Dec 4, 2013
Other Regional Groups

- MSP FairSkies - http://mspfairskies.com/
- FAir Chicago - http://www.fairchicago.org/
- QuietSkies (NYC) - http://quietskies.net/
- SFO Community Roundtable - http://sforoundtable.org/
- BOS FairSkies (Milton) - http://www.bosfairskies.com/

Each region/community has their own unique challenges and issues. MSP (Categorical Exclusion of EA for RNAV), Milton (Arrivals on runway 4L/4R, 33L, 27), NYC (helicopters), lower DNL standards (55) for expanding abatement programs.
Options going forward

• Get the FAA to change how they make a determination of “significant impact” in regard to new technologies like RNAV

• Encourage the FAA to make voluntary modifications to 33L RNAV procedures to introduce greater variability in flight paths and altitudes.

• Support push for acceleration of deadlines for airlines to use quieter engines.

• How? FAA is up for Congressional Reauthorization in Sept. 2015. Hearings by the Transportation Committee have already started. Work with Quiet Skies Caucus and other regions to get airplane noise and RNAV on the agenda for a hearing.
QUESTIONS
The Federal Aviation Administration (FAA)

• The Federal Aviation Administration (FAA) is the national aviation authority of the United States. An agency of the United States Department of Transportation, it has authority to regulate and oversee all aspects of American civil aviation.

• The FAA controls all flight operations at Logan once the aircraft leaves the runway.

• The FAA is governed by The Subcommittee on Aviation of the House Transportation and Infrastructure Committee.

• Last funding authorization – a $63 billion bill was passed for the agency in 2012 is currently set to expire in September 2015. Reauthorization hearings started in Nov.
Noise Complaints are coming from neighborhoods under RNAV Paths

Based on complaint data received from Massport for the month of January 2014. Pins represent unique addresses that have filed at least one complaint.