

# **Public Information Meeting**

## **Logan Airplane Noise in Cambridge**

### **March 3, 2015**

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## **Meeting Objectives and Agenda:**

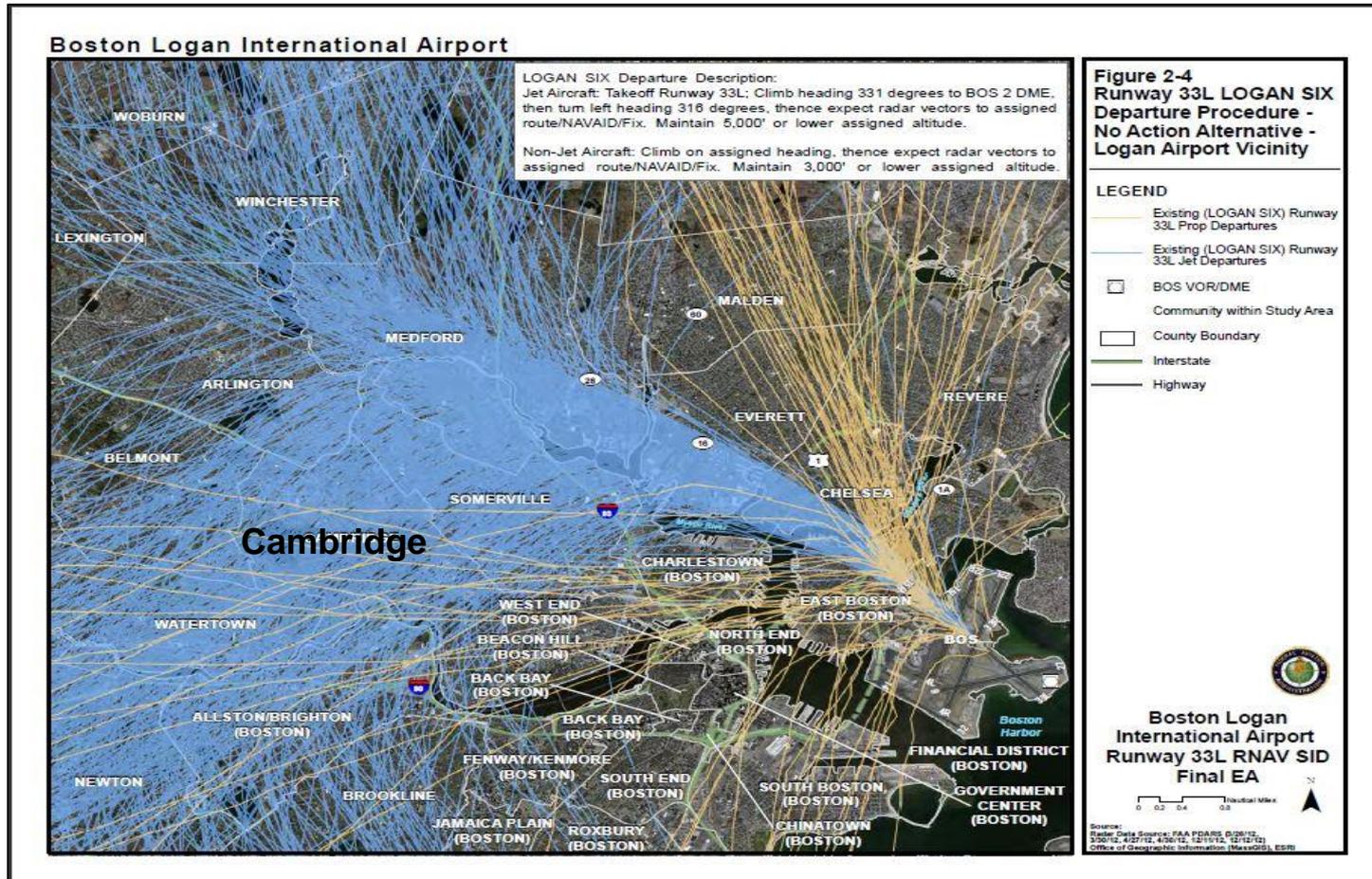
- Objective: To update residents about recent changes in airplane noise patterns since the implementation of Runway 33L RNAV in June 2013.
- Agenda:
  - Introductions of Representatives and Legislators
  - Background & Overview by Cambridge Representative to the Logan Community Advisory Committee (CAC)
  - Updates & Comments from Legislators
  - Questions from Residents
  - Discussion of options and next steps

# Northwest Flow Operating Configuration



Figure 4

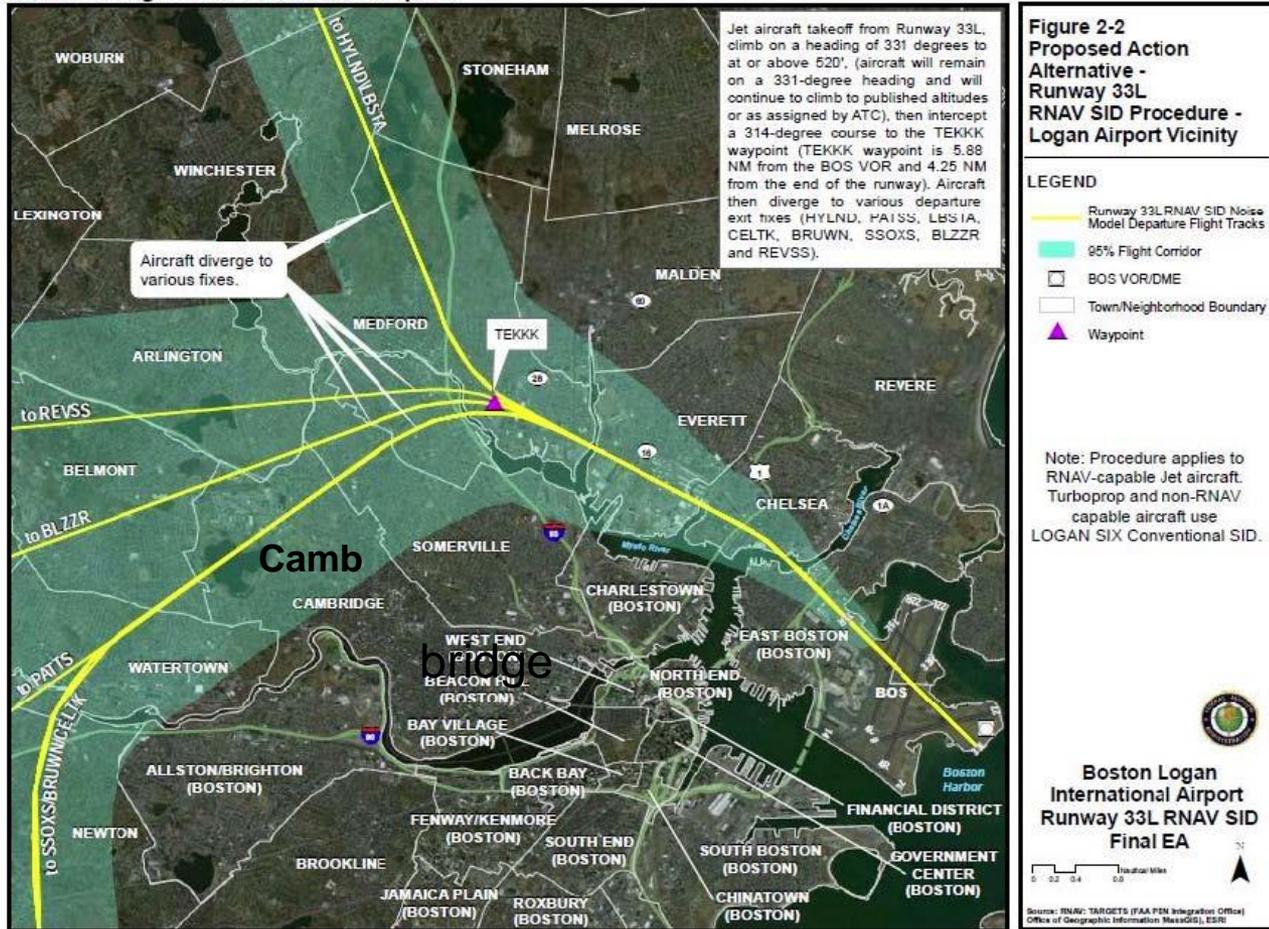
# Pre-May 2013 Flight Operations – ATC Random Distribution



## 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 15<sup>th</sup>, 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

## Boston Logan International Airport



Flights on RNAV procedures follow prescribed GPS flight paths that concentrate traffic under the yellow lines shown in the graphic above

## Boston Logan International Airport



**Figure 6**  
Runway 33L Flight Track  
Dispersion Comparison

**LEGEND**

-  Runway 33L RNAV SID Noise Model Departure Flight Tracks (Expected Flyability Track)
-  Post Implementation RNAV Runway 33L Departures
-  Pre Implementation 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 SIX Conventional SID.

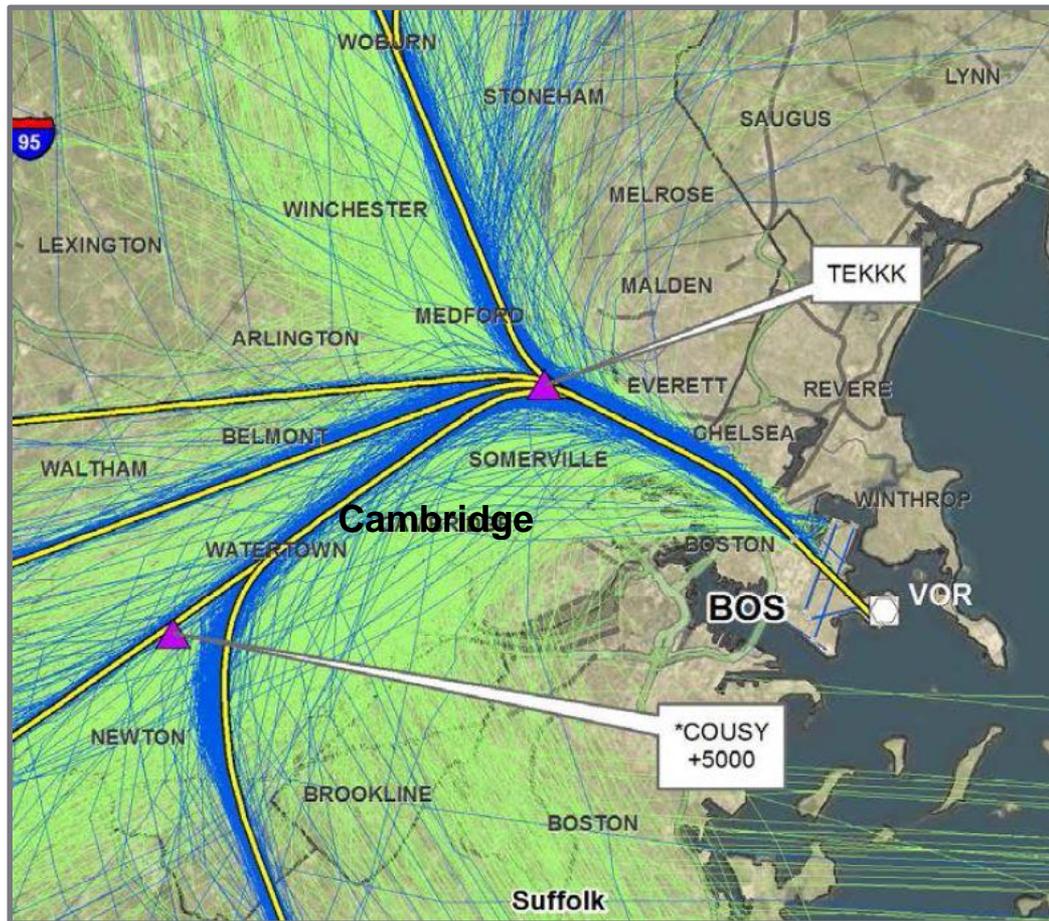


**Boston Logan International Airport Runway 33L RNAV SID**



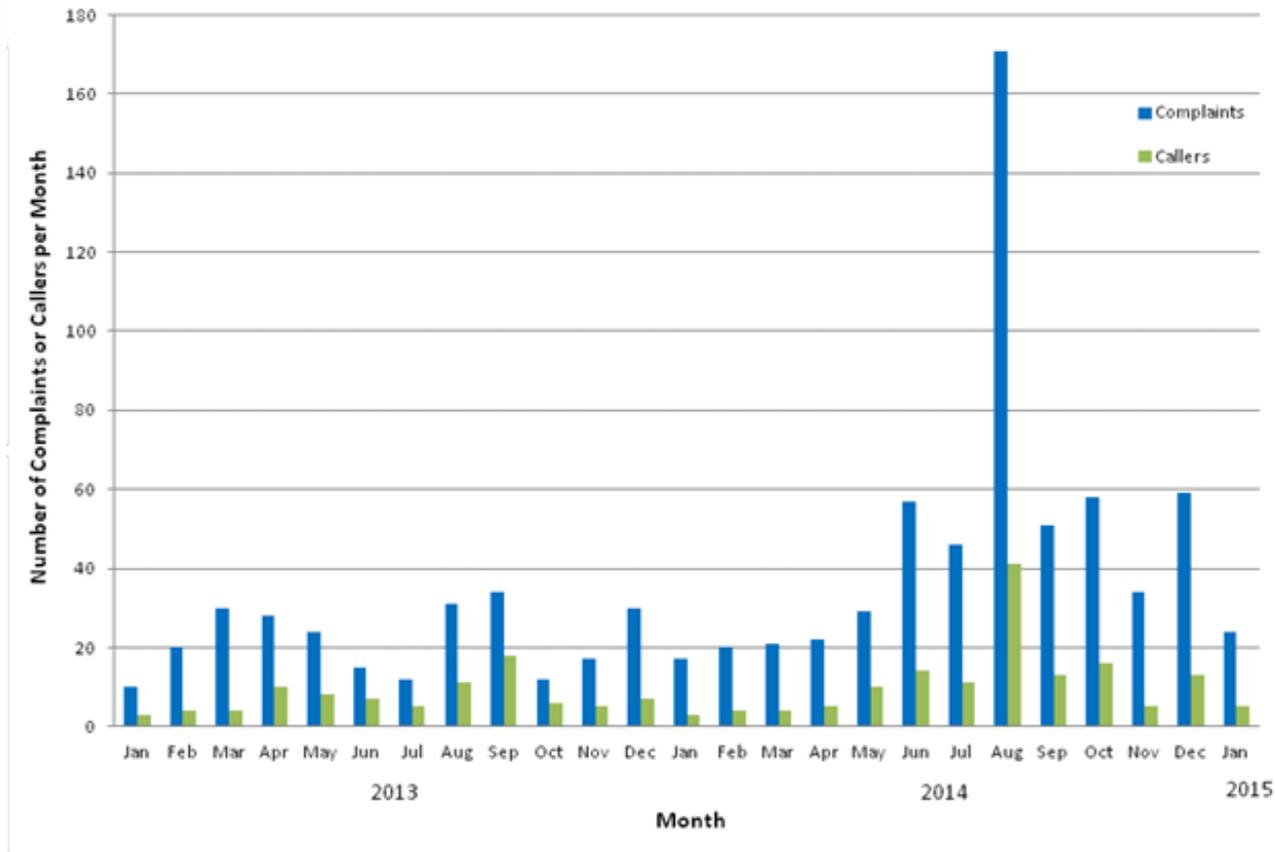
Source:  
 Base Data: RNAV: Two representative days per month, June through December 2013  
 Non RNAV: Two representative days per month between November 2012 and March 2013  
 RNAV: TASCETS (FAA TRS Integration Office)  
 Office of Geographic Information (MassGIS), ESRI  
 \*The COLYN and COUSY waypoints switched names in the final procedure design for the Runway 33L RNAV 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”*



U.S. Congresswoman  
**KATHERINE CLARK**  
Representing the 5<sup>th</sup> District of Massachusetts

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Oct 03 2014

### Clark Teams Up With 'Quiet Skies Caucus' to Urge FAA Cooperation on Aircraft Noise

Clark Teams Up With 'Quiet Skies Caucus' to Urge FAA Cooperation on Aircraft Noise

Washington, D.C. – Congresswoman Katherine Clark has teamed up with 11 U.S. House Members in the newly formed Congressional Quiet Skies Caucus. The group has assembled to advocate on behalf of communities impacted by aircraft noise from nearby flight paths. Recent changes implemented as a result of a new area navigation path (RNAV) from Logan International Airport have led to an increase in air traffic noise. Earlier this year, Clark met with Federal Aviation Administration (FAA) officials to outline the concerns of affected residents in communities in the 5th Congressional District. The Quiet Skies Caucus aims to advance legislation addressing aircraft noise, and to offer a national forum for working with the FAA and airport officials to address the concerns of residents.

**Related Links**

- ▶ In the News
- ▶ Press Releases
- ▶ Social Media
- ▶ Press Kit
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# 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/>



*A Coalition of Community Organizations  
Dedicated to the Equitable Distribution  
of O'Hare and Midway Traffic*

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.

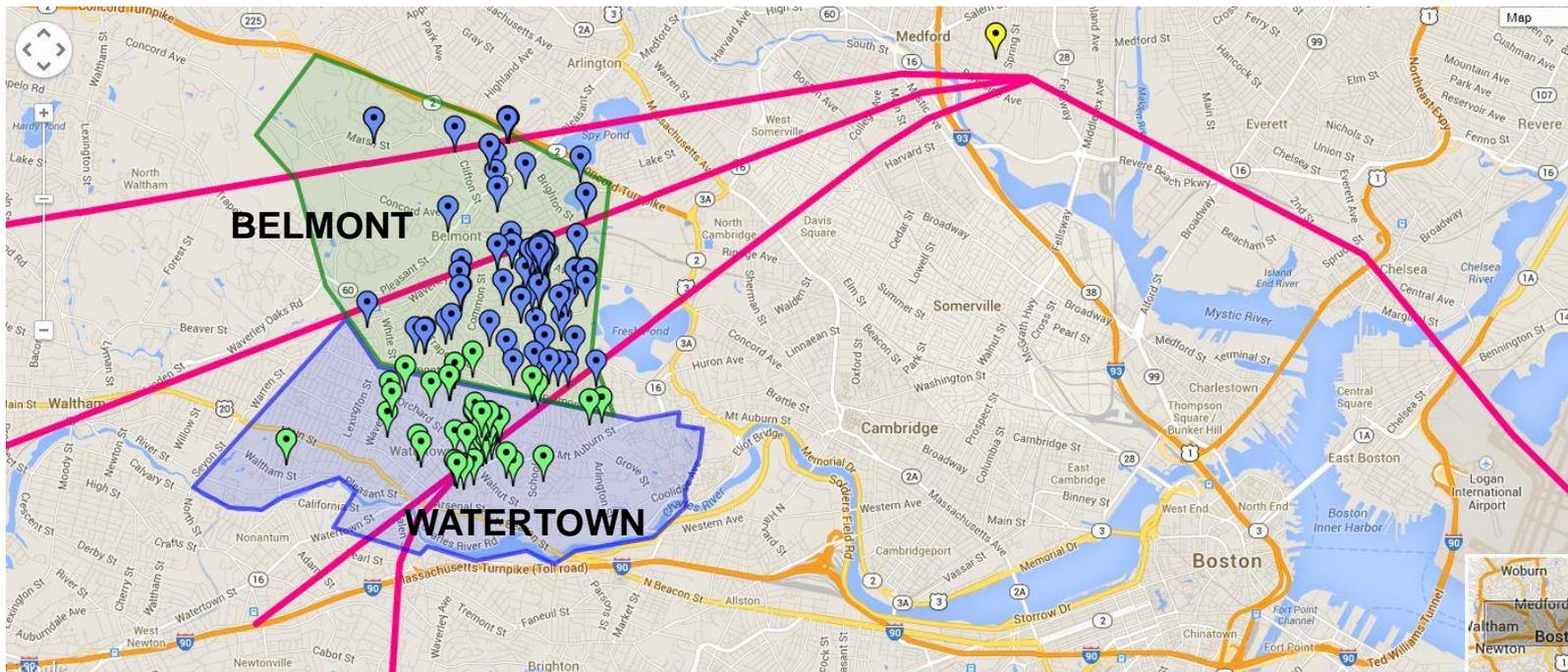
# QUESTIONS



# 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.