



U.S. Department
of Transportation
**Federal Aviation
Administration**

New England Region
Office of the Regional Administrator

12 New England Executive Park
Burlington, MA 01803

MAY 28 2015

The Honorable Katherine Clark
House of Representatives
Washington, DC 20515

Dear Congresswoman Clark:

Thank you for your correspondence dated May 14, 2015, in which you and other members of the Commonwealth of Massachusetts requested the Federal Aviation Administration (FAA) to give careful consideration to concerns raised in several letters you have received from members of the communities impacted by the Runway (RWY) 33 Left (L) Area Navigation (RNAV) Standard Instrument Departure (SID). Your constituents asked that the FAA reexamine the procedure in light of the significant increase in noise complaints and negative feedback from communities since implementation and that alternatives or modifications be considered.

In accordance with the FAA's aviation noise abatement policy, requests to make changes to air traffic control procedures at the airport for noise purposes must come from the airport sponsor, who is primarily responsible for noise surrounding the airport. The FAA completed an Environmental Assessment (EA) for the RWY 33L RNAV SID prior to implementation in June 2013. The EA concluded that the RWY 33L RNAV SID did not have any significant or reportable noise increases. This reduced the number of people in the Day-Night Equivalent Sound Level of 45 Decibels and higher by 67,847 people. The FAA will consider any requests by Massachusetts Port Authority for additional modifications to the procedure that are safe and efficient. In addition, any changes to existing procedures are subject to further environmental review.

The RWY 33L RNAV SID 1-year post-implementation report and supplemental graphics are posted at: http://www.faa.gov/air_traffic/environmental_issues/ared_documentation/.

We are sending identical responses to each of the cosigners of your letter.

If you require further information, please contact Allan Goldsher of my staff at (781) 238-7025.

Sincerely,

Amy L. Corbett
Regional Administrator

Enclosure (3)
Transmitted Correspondence

MAY 2 1964

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U.S. Department
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MAY 4 2015

New England Region
Office of the Regional Administrator

12 New England Executive Park
Burlington, MA 01803

Mr. Mark S. Sideris, President
Watertown Town Council
149 Main Street
Watertown, MA 02472

Dear Mr. Sideris:

Thank you for your correspondence dated April 16, 2015, in which you stated the Watertown Town Council has voted to support the letters we have received from Belmont and Arlington Selectmen's Offices dated March 3, 2015. You have communicated your concerns to Watertown's representative on the Logan Airport Community Advisory Committee (CAC), which resulted in the CAC voting on January 15, 2015, for the Federal Aviation Administration (FAA) to reexamine its course of action. You requested the FAA reexamine the Runway (RWY) 33 Left (L) Area Navigation (RNAV) Standard Instrument Departure (SID) in light of the significant increase in noise complaints and negative feedback from communities since implementation and that alternatives or modifications be considered.

In accordance with the FAA's aviation noise abatement policy, requests to make changes to air traffic control procedures at the airport for noise purposes must come from the airport sponsor, who is primarily responsible for noise surrounding the airport. The FAA completed an Environmental Assessment (EA) for the RWY 33L RNAV SID prior to implementation in June 2013. The EA concluded that the RWY 33L RNAV SID did not have any significant or reportable noise increases. This reduced the number of people in the Day-Night Equivalent Sound Level of 45 Decibels and higher by 67,847 people. The FAA will consider any requests by Massachusetts Port Authority for additional modifications to the procedure that are safe and efficient. In addition, any changes to existing procedures are subject to further environmental review.

The RWY 33L RNAV SID 1-year post-implementation report and supplemental graphics are posted at the following website:
http://www.faa.gov/air_traffic/environmental_issues/ared_documentation/.

If you require further information, please contact Allan Goldsher of my staff at (781) 238-7025.

Sincerely,

Amy L. Corbett
Regional Administrator

Mr. Andres T. Rojas, Chair
Board of Selectmen, Town of Belmont
455 Concord Avenue
Belmont, MA 02478

Dear Mr. Rojas:

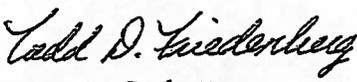
Thank you for your correspondence dated March 3, 2015, concerning the negative impact your community is experiencing as a result of the Boston-Logan International Airport (BOS) Runway (RWY) 33 Left (L) Area Navigation Standard Instrument Departure Procedure (RNAV SID). You referred to the Federal Aviation Administration's (FAA's) previous response to the Town of Belmont dated January 15, 2014, in which we stated that comments and noise complaints are not considered as part of the post-implementation review process. You requested the FAA reexamine the RWY 33L RNAV SID in light of the significant increase in noise complaints and negative feedback from communities since implementation and that alternatives or modifications be considered.

In accordance with the FAA's aviation noise abatement policy, requests to make changes to air traffic control procedures at the airport for noise purposes must come from the airport sponsor, who is primarily responsible for noise surrounding the airport. The FAA completed an Environmental Assessment (EA) for the RWY 33L RNAV SID prior to implementation in June 2013. The EA concluded that the RWY 33L RNAV SID did not have any significant or reportable noise increases. This reduced the number of people in the Day-Night Equivalent Sound Level of 45 Decibels and higher by 67,847 people. The FAA will consider any requests by Massachusetts Port Authority for additional modifications to the procedure that are safe and efficient. In addition, any changes to existing procedures are subject to further environmental review.

The RWY 33L RNAV SID 1-year post-implementation report and supplemental graphics are posted at the following website:
http://www.faa.gov/air_traffic/environmental_issues/ared_documentation/.

If you require further information, please contact Allan Goldsher of my staff at (781) 238-7025.

Sincerely,


for Amy L. Corbett
Regional Administrator

Dear Sir,

I am writing to you regarding the matter of the...

The information provided to me indicates that...

I have reviewed the documents and find that...

It is my understanding that the situation is...

I am sure that you will find this information...

I am sure that you will find this information...

I am sure that you will find this information...



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New England Region
Office of the Regional Administrator

12 New England Executive Park
Burlington, MA 01803

JAN 12 2015

Mr. Steve Byrne
Arlington Board of Selectmen
730 Massachusetts Avenue
Arlington, MA 02476

Dear Mr. Byrne:

Thank you for your correspondence dated December 16, 2014, on behalf of Mr. Peter Jones, regarding the impact of noise from departing aircraft flying over Arlington, MA, from Boston-Logan International Airport (BOS) Runway 33 Left (L). He requested the Federal Aviation Administration (FAA) to reverse their decision to implement the Runway 33L Area Navigation Standard Instrument Departure (RNAV SID) procedure because of the impact of noise on Arlington residents. Additionally, you asked what further steps you can take to ensure that Arlington remains a peaceful community.

There are several factors considered when selecting the appropriate runway configurations. Some of those factors are runway availability, runway surface conditions, equipment outages, traffic management restrictions, and special operations. However, the main factor is weather: wind, precipitation, and/or low ceilings (both current and forecasted). These factors are continuously monitored and analyzed. Our main goal is to select the safest, most effective, and efficient runway configuration at BOS. Typically, Runways 33L and Right are in use more frequently in winter months when the weather is cooler and winds are generally out of the north.

The FAA, Massachusetts Port Authority (Massport), and the Logan Airport Community Advisory Committee (CAC) have been engaged in a multi-phased, multi-million dollar BOS Noise Study (BLANS) since 2002 to identify and implement safe and efficient measures to reduce noise. Communities are offered a voice in the BLANS through participation on the CAC. The CAC has over 30 representatives from various communities within a 20 nautical mile radius of BOS who are concerned about how aircraft noise may impact their communities. Arlington has had an active representative on the CAC during the BLANS. The CAC evaluates proposed noise abatement measures collectively and seeks consensus prior to making recommendations to the FAA and/or Massport on which measures to implement. For more information, we encourage you and Mr. Jones to contact Ms. Sandra Kunz, President of CAC, at: SKunz@verizon.net, or contact your local CAC representative for Arlington, Mr. Frank Ciano, at: frankiecboy@aol.com.

In addition, members of communities surrounding BOS recently petitioned the First Circuit United States Court of Appeals to review the FAA's decision relating to the environmental impact of the BOS RNAV Runway 33L SID. On December 19, 2014, the Court issued their decision in favor of the FAA.

We continue to work with Massport and the CAC to finalize a runway use program for BOS, and we expect that your concerns will be adequately considered. Discussions have begun on Phase 3 of this process.

The FAA's mission is to ensure that air traffic flows safely and efficiently from their departure points to their destinations. Despite our best attempts, we acknowledge it is difficult to reduce noise levels in every area. Nevertheless, we are being environmentally responsible and minimizing noise along with other negative impacts to the greatest extent possible.

If you require further information, please contact Allan Goldsher of my staff at (781) 238-7025.

Sincerely,

Ladd P. Friedenberg
for Amy L. Corbett
Regional Administrator



Watertown Town Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

ELECTED OFFICIALS:

Mark S. Sideris,
Council President

Stephen P. Corbett,
Vice President

Aaron Dushku,
Councilor At Large

Susan G. Falkoff,
Councilor At Large

Anthony Palomba,
Councilor At Large

Angeline B. Kounelis,
District A Councilor

Cecilia Lenk,
District B Councilor

Vincent J. Piccirilli, Jr.,
District C Councilor

Kenneth M. Woodland
District D Councilor

April 16, 2015

Amy Lind Corbett, Regional Administrator
Federal Aviation Administration
New England Region
12 New England Executive Park
Burlington, MA 01803-5299

Dear Ms. Corbett:

This letter serves to inform you that the Watertown Town Council has voted on April 14, 2015 to support the letters that you have received from Belmont and Arlington Selectmen's offices dated March 3, 2015.

We have communicated our concerns to Watertown's representative on the Logan Airport Community Advisory Committee, Dennis Duff, which resulted in the Community Advisory Committee voting on January 15, 2015 for the Federal Aviation Administration to reexamine its course of action.

The supported motion at that meeting was as follows: "That the FAA reexamine Runway 33L RNAV SID, implemented in June of 2013, in light of the significant increase in noise complaints and negative feedback from communities since implementation and that alternatives or modifications be considered".

We want to thank you for your immediate attention to this matter and request that you take action that is consistent with the Community Advisory Committee's approved motion.

Sincerely,

Mark S. Sideris, President
Watertown Town Council

cc:

Honorable Town Council

Town Manager, Michael J. Driscoll

State Senator William Brownsberger

State Representative Jonathan Hecht

State Representative John Lawn

Congresswoman Katherine Clark

Senator Edward Markey

Senator Elizabeth Warren

Terry English, Program Mgr., Boston Logan Airport Noise Study

Sandra Kunz, President, CAC

Myron Kassaraba, Belmont member CAC

Frank Ciano, Arlington member CAC

Dennis Duff, Watertown member CAC

Harvey Steiner, Watertown member CAC



TOWN OF BELMONT
OFFICE OF THE BOARD OF SELECTMEN
455 CONCORD AVENUE
BELMONT, MASSACHUSETTS 02478

Selectmen@belmont-ma.gov

455 CONCORD AVENUE
BELMONT, MA 02478-2573
PHONE (617) 993-2610
FAX (617) 993-2611

BOARD OF SELECTMEN

ANDRÉS T. ROJAS, Chair
SAMIS BAGHIDADY, Vice-Chair
MARK A. PAOLILLO, Selectman

TOWN ADMINISTRATOR

DAVID J. KALE

ASSISTANT TOWN ADMINISTRATOR

PHYLLIS L. MARSHALL

March 3, 2015

Amy Lind Corbett, Regional Administrator
Federal Aviation Administration
New England Region
12 New England Executive Park
Burlington, MA 01803-5299

Dear Ms. Corbett,

In December of 2013, we wrote to you expressing our communities concerns about the negative impact we were experiencing as a result of Runway 33L RNAV. We asked for community feedback and noise complaints to be considered by the FAA as part of the post-implementation review process. You responded in your letter dated January 15th, 2014 that comments and noise complaints would not be considered as part of these reviews and that any issues with community feedback and noise complaints should be addressed through the Logan CAC.

We have now had 18 months of living with the effects of Runway 33L RNAV and can express to you on behalf of the community of Belmont that the impact has been overwhelmingly negative and significant. We receive numerous complaints from residents about the repetitive nature of the noise from the three RNAV flight paths that now cross our borders. Our CAC representative has been working in concert with our State Legislators and Congressional delegation as well as other impacted communities such as Arlington and Watertown.

Since the implementation of 33L RNAV in June of 2013, Belmont – a community with no noise complaints in 2012 had over 1,600 complaints filed with Massport in 2014. This is the 3rd highest number of complaints from any of the Logan impacted communities. Massport has seen over a 400% increase in noise complaints – a significant portion from communities directly impacted by 33L departures.

There were many concerns expressed in comments from a range of Officials and residents as part of the EA process. Those concerns were responded to with claims that the proposed changes were “not expected to cause significant impacts.” We find that this is not the case as evidenced by the huge increase in noise complaints and resident feedback we continue to receive.

At the January 15th, 2015 meeting of the Logan CAC, the communities of Arlington, Belmont and Watertown brought forward a motion as follows:

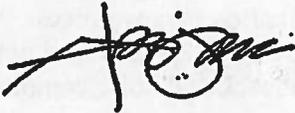
"That the FAA re-examine Runway 33L RNAV SID, implemented in June of 2013, in light of the significant increase in noise complaints and negative feedback from communities since implementation and that alternatives or modifications be considered."

This motion was approved by the entire CAC by a near-unanimous vote and has been communicated by the CAC President to Terry English.

We are writing you now to urge you to be responsive to the CAC's request to re-examine the narrow, concentrated flight paths currently being used as part of the 33L RNAV procedure. The Town of Belmont and our residents are asking that alternatives are considered that would re-introduce variability to the flight paths to relieve the noise burden from those under the current RNAV routes. The pre-RNAV flight paths, which did put a large number of flights over Belmont did not cause the noise problems we are currently experiencing. Our residents and our community are negatively affected by this change and we trust the FAA will be responsive to these concerns.

Please contact our office or our Logan CAC Representative Myron Kassaraba (logancac@belmont-ma.gov, 617-484-0112) if you have any questions, we look forward to your response.

Very truly yours,



Andres T. Rojas, Chair
Board of Selectmen

Cc: Michael Huerta, Administrator of the Federal Aviation Administration
Vice-Chair Sami Baghdady
Selectman Mark A. Paolillo
State Representative David Rogers
State Senator William Brownsberger
State Representative Jonathan Hecht
Representative Katherine Clark
Senator Edward Markey
Senator Elizabeth Warren
Terry English, Program Manager, Boston Logan Airport Noise Study
Sandra Kunz, President, Logan Community Advisory Committee
Myron Kassaraba, Belmont CAC Representative
Frank Ciano, Arlington CAC Representative
Dennis Duff, Watertown CAC Representative
Havey Steiner, Watertown CAC Representative

OFFICE OF THE BOARD OF SELECTMEN

STEVEN M. BYRNE, CHAIR
JOSEPH A. CURRO, VICE CHAIR
KEVIN F. GREELEY
DIANE M. MAHON
DANIEL J. DUNN



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

March 26, 2015

Amy Lind Corbett, Regional Administrator
Federal Aviation Administration
New England Region
12 New England Executive Park
Burlington, MA 01803-5299

Dear Ms. Corbett,

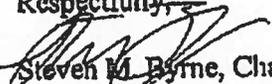
We write to you today to state that the Board of Selectmen in the Town of Arlington, Massachusetts supports the letter that you received from the Belmont, Massachusetts Board of Selectmen dated March 3, 2015.

We have communicated our concerns to Arlington's representative on the Logan Airport Community Advisory Committee, Francis Ciano, which resulted in the Community Advisory Committee voting on January 15, 2015 for the Federal Aviation Administration to reexamine its course of action.

The supported motion at that meeting was as follows: *"That the FAA re-examine Runway 33L RNAV SID, implemented in June of 2013, in light of the significant increase in noise complaints and negative feedback from communities since implementation and that alternatives or modifications be considered."*

Thank you for your attention to this matter and request that you take action that is consistent with the Community Advisory Committee's approved motion.

Respectfully,


Steven M. Byrne, Chair
The Arlington Board of Selectmen

OFFICE OF THE SECRETARY OF DEFENSE

MEMORANDUM FOR THE SECRETARY OF DEFENSE

DATE: 10/10/94
BY: [Name]
TITLE: [Title]



MEMORANDUM FOR THE SECRETARY OF DEFENSE

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5. [Faint text]

6. [Faint text]

7. [Faint text]

10/10/94