



# Board of Selectmen

Town of Belmont, Massachusetts

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## Public Information Meeting

Airplane Noise Over Belmont

December 3, 2014

[logancac@belmont-ma.gov](mailto:logancac@belmont-ma.gov)



# Board of Selectmen

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## **Meeting Objectives and Agenda:**

- Objective: To update residents about the status and efforts related to addressing the increased airplane noise experienced since the implementation of Runway 33L RNAV in June 2013.
- Agenda:
  - Introductions of Representatives and Legislators
  - Background & Overview by Belmont Representatives to the Logan Community Advisory Committee (CAC)
  - Updates & Comments from Legislators
  - Questions from Residents
  - Discussion of options and next steps



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Town of Belmont, Massachusetts

## Northwest Flow Operating Configuration

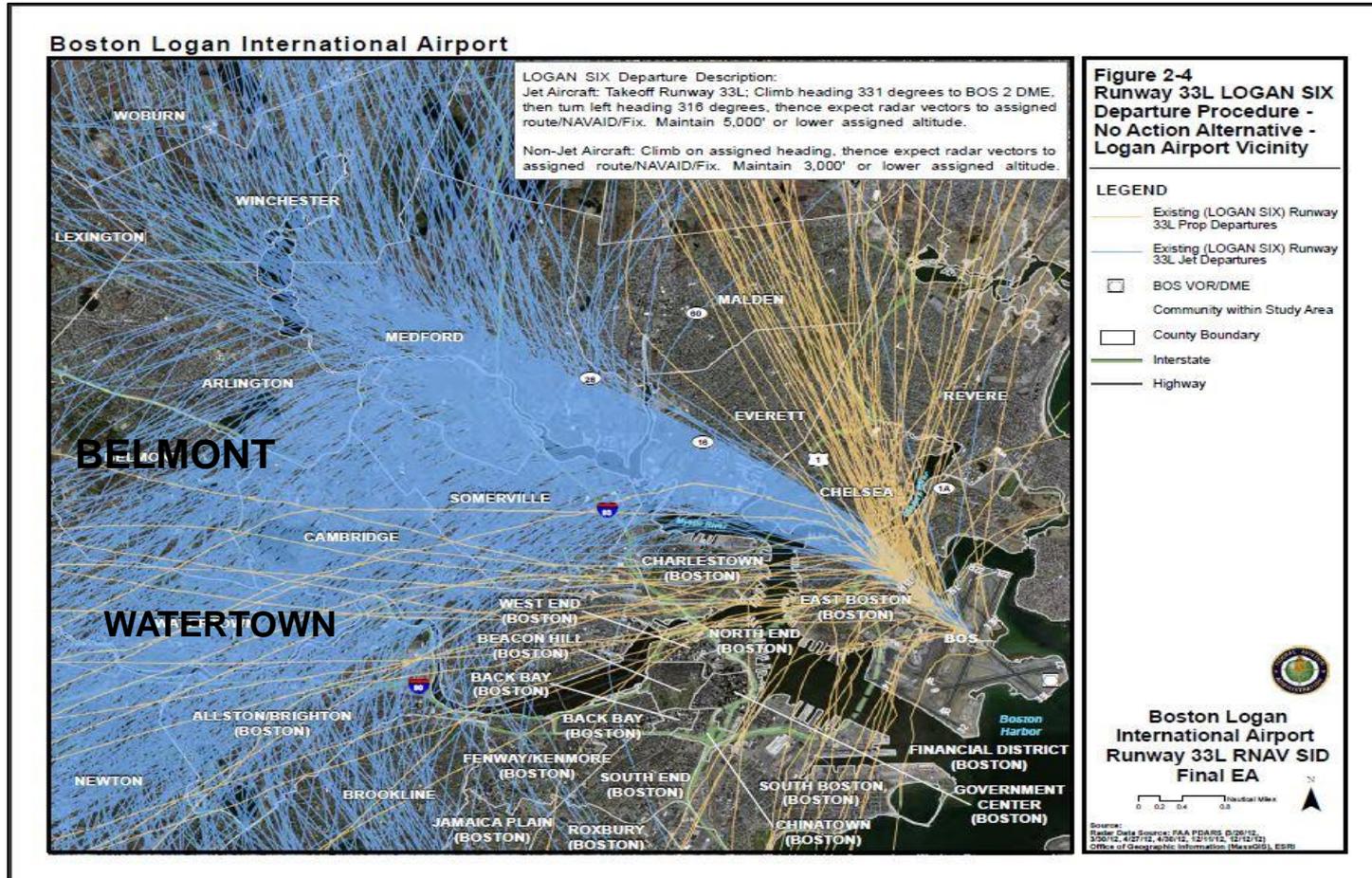




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### Pre-May 2013 Flight Operations – ATC Random Distribution





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## Town of Belmont, Massachusetts

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

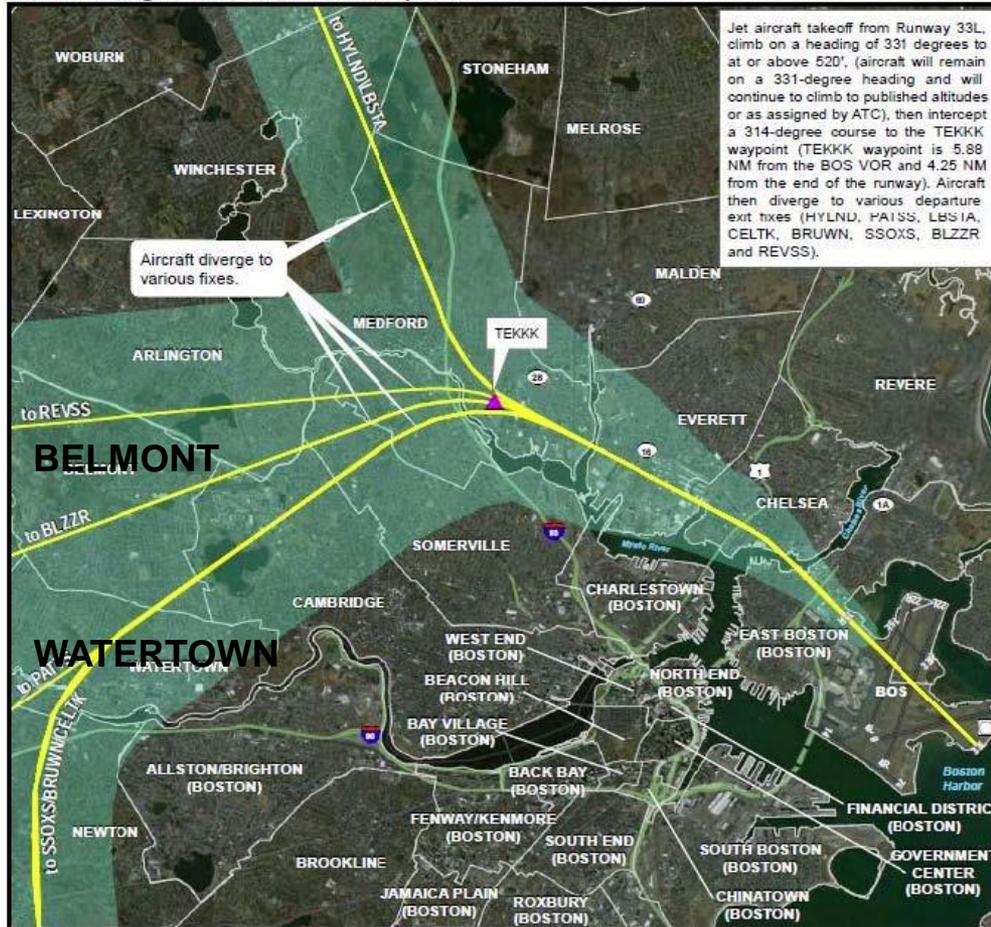
- Starting in 2008 several alternative RNAV options for runway 33L were evaluated.
- Runway operational changes follow a prescribed Environmental Assessment (EA) process.
- Noise models and other environmental impacts were studied
- Communities and Officials were informed of this activity
- In January 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.
- Meeting with State and Federal representatives was held on Feb. 5<sup>th</sup>.
- 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



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## Town of Belmont, Massachusetts

### Boston Logan International Airport



**Figure 2-2**  
**Proposed Action**  
**Alternative -**  
**Runway 33L**  
**RNAV SID Procedure -**  
**Logan Airport Vicinity**

#### LEGEND

- Runway 33L RNAV SID Noise Model Departure Flight Tracks
- 95% Flight Corridor
- BOS VOR/DME
- Town/Neighborhood Boundary
- Waypoint

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**  
**Final EA**

Scale: 0 0.2 0.4 0.6 0.8 1.0 (Statute Miles)

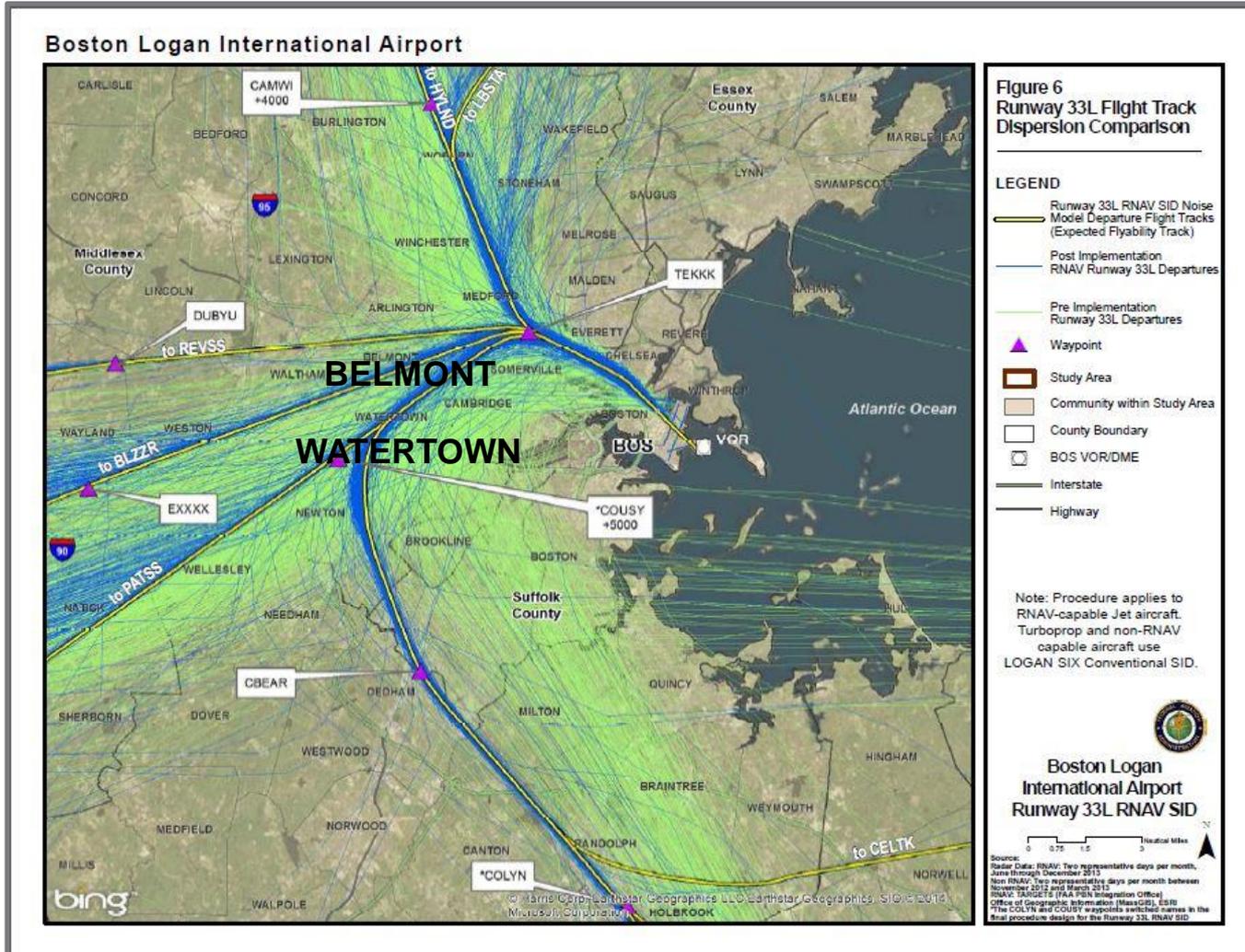
Source: RNAV TARGETS (FAA FEN Integration Office)  
Office of Geographic Information Management, EGIS

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



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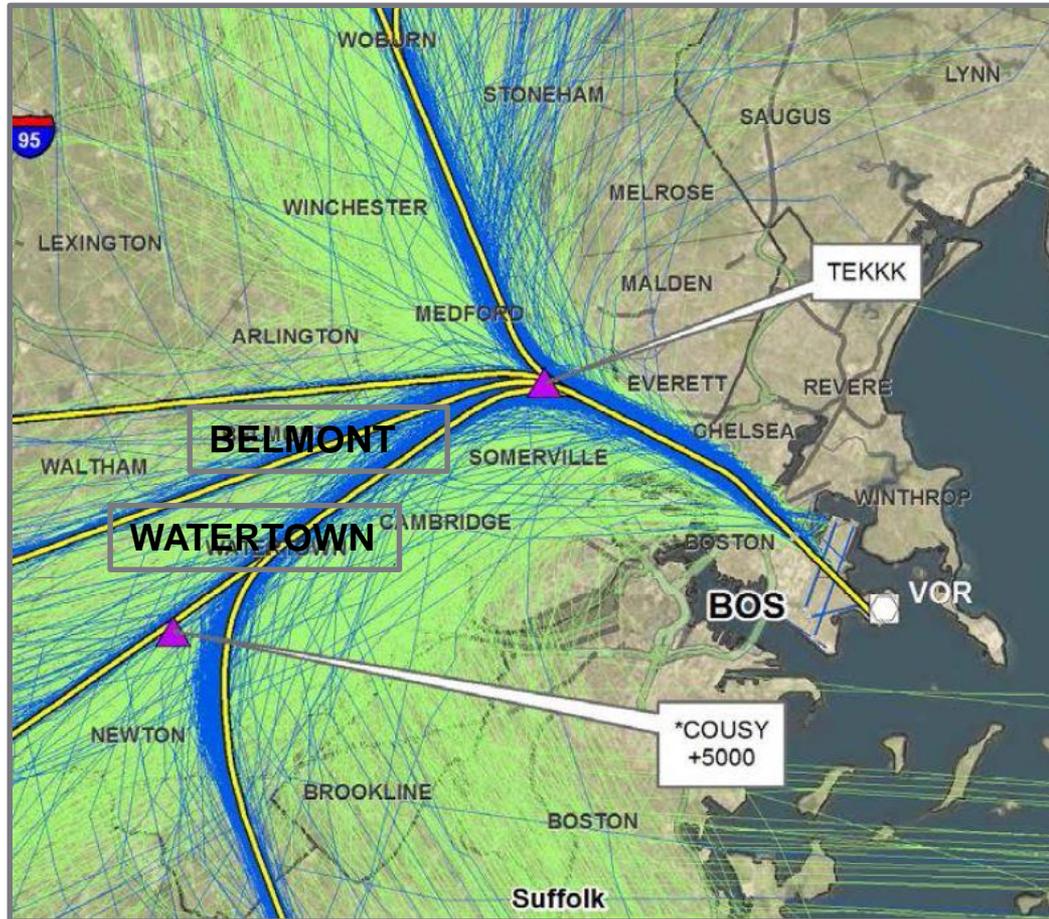


From FAA's 6 month Post-implementation Review



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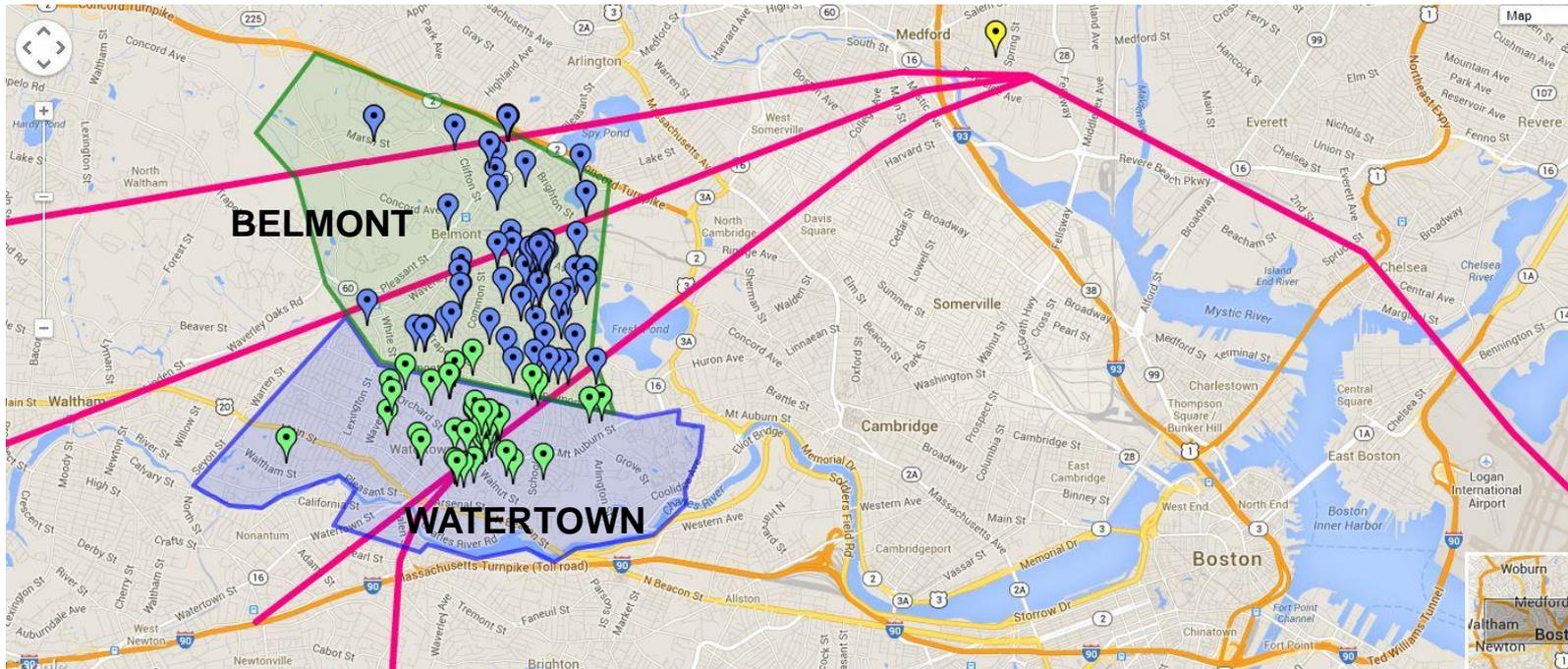




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### Noise Complaints are coming from neighborhoods under RNAV Paths



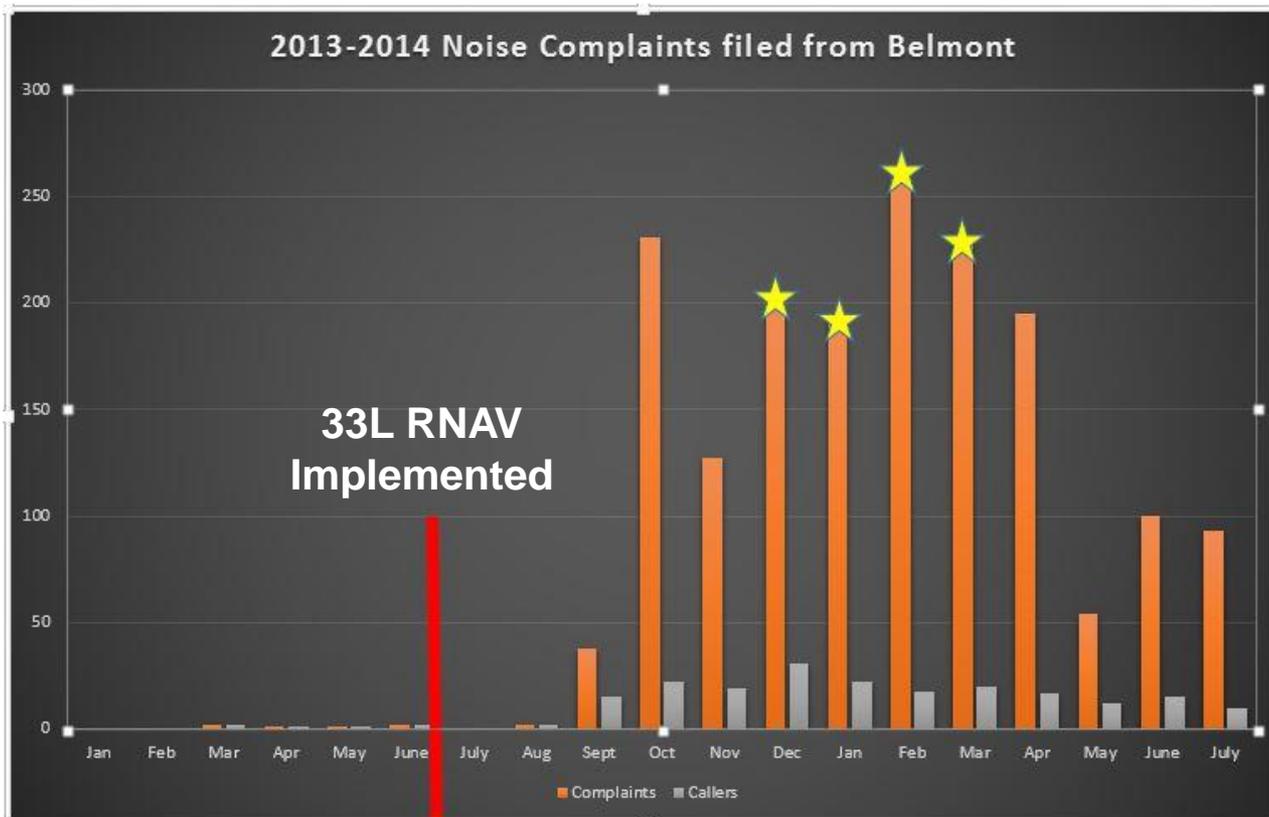
Based on complaint data received from Massport for the month of January 2014. Pins represent unique addresses that have filed at least one complaint.



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### Noise Complaints to Massport from Belmont residents



Based on complaint data received from Massport for 18 months before and after 33L RNAV. Starred months indicate that Belmont residents files the most noise complaints of any community in the region.

# Activities

- Letters from Officials to FAA regarding post-implementation review
- Meetings with Massport
- Meetings with FAA (Legislators, Congresswoman Clark)
- Continued involvement with CAC (several meetings)
- Coordination & Advocacy with noise groups in other regions (IL, MN, NY)
- Continued Resident Noise Complaints

# What are the results?

- Massport Noise Monitor deployed for 1 month (Feb/Mar) at Belmont resident's home on Louise Rd.
  - Analysis of noise using existing metrics showed DNL of ~45. Well below 65 DNL threshold
  - Sen. Brownsberger's analysis of the data showed little variance in noise based on flight path.
- State Legislators 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 have ATC vary the repeat use of runway configurations from evening block and morning block (overnight managed under existing policy).
  - 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

# 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

SEARCH

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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
- ▶ Videos

# 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.

# 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.

# Options going forward

- Get the FAA to change how they make a determination of “significant impact” in regard to new technologies like RNAV (possibly adopt use of supplemental N70 metric). For Belmont/Watertown and 33L RNAV: any changes in determination of impact would require re-doing the Environmental Assessment.
- 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.

# Comments from Legislators

- Senator Will Brownsberger
- Representative Jon Hecht
- Jennifer McAndrew - Senior Advisor, Office of Congresswoman Katherine Clark at U.S. House of Representatives
- Representative Dave Rogers
- Local Officials



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# QUESTIONS