Town of Arlington
Town of Belmont
City of Cambridge
Town of Watertown

January 8, 2016

Mr. Thomas Glynn
Chief Executive Officer
Massachusetts Port Authority
1 Harborside Drive
Boston, MA 02128

Dear Mr. Glynn,

At Nancy Donoghue's suggestion, we are writing you as the 33L Municipal Working Group ("33L MWG"). The 33L MWG represents Arlington, Belmont, Cambridge and Watertown – communities that have been directly and negatively impacted by the changes made to the runway 33L departure flight paths with the implementation of the 33L RNAV SID procedure in June of 2013.

In the fall of 2013, after several months of experiencing the negative effects of this new procedure – several of our 33L MWG communities informed the FAA, Massport and our Legislators of our concerns. Though the FAA's Environmental Assessment led to a Finding of No Significant Impact – the concentration of the RNAV flight paths was a substantial change in operations from the previous radar-based Logan Six procedure and has had a major and significant negative impact on the residents and neighborhoods underneath the four 33L RNAV SID flight paths. Since our first efforts in contacting the FAA regarding this issue in October of 2013, we have been on a very frustrating journey trying to get this procedure re-examined and for alternatives or modifications to be considered.

After bringing this issue up at the Logan CAC in a motion requesting that the FAA re-examine the 33L RNAV SID procedure, our Legislators and we have been told that the airport operator must bring any modifications or alternatives forward. We are requesting assistance from Massport – the Logan Airport operator – in analyzing the issues with 33L RNAV SID such as frequency, flight path, altitude, etc. that may be causing excessive noise impact on our residents and neighborhoods and then developing suggestions that could potentially reduce or mitigate those impacts.

Specific items we are requesting from Massport:

1. Determining the actual after-RNAV noise impact using metrics such as N65/N70, Lmax and SEL in addition to DNL for residents/neighborhoods directly under the new RNAV flight paths. This would ideally be done through additional noise studies taking samples from multiple locations and supplemented with modeling using actual flight tracks from 33L RNAV SID flights.
2. Examining the change in noise impact for residents/neighborhoods under the new RNAV flight paths compared to those who no longer have RNAV over-flights from 33L departures.

3. Access to additional sample flight path data for post-RNAV days when 33L is being used for departures. We have received the flight path files for three days in 2013 pre-RNAV and three days in 2015 post-RNAV. These are illustrative but not conclusive. We will be requesting samples of days from each month over the span of 2+ years since the procedure was implemented.
4. Mapping of and/or data from noise complaints by address for the 33L Working Group communities from 2013 to present.
5. Technical consultation and support from your aviation and noise abatement staff and/or consultants to assess the causes of the increased noise impact being experienced by our residents and neighborhoods from the 33L RNAV SID procedure. To provide recommendations for modifications or alternative such as making adjustments to altitude or potential tweaking or dispersion of flight paths to suggest to the FAA.
6. Assist in the presentation and advocate for the adoption of these suggestions to the FAA.

We would like to work with Massport as a partner to address a situation that has created significant disruption to the quality of life and health for our residents as well affecting the character of our neighborhoods in our communities under these new RNAV flight paths.

The 33L Working Group communities are also active participants of the Logan CAC and newly-forming Massport CAC and are very supportive of regional solutions such as runway use plans and other efforts to share the burden as well as the benefits of our world-class urban airport. We feel this request has merit as it is asking Massport to help us address the new 33L RNAV SID procedure that has been problematical for our communities since implementation. We also feel that this is directly in-line with the language regarding the FAA in the budget bill passed by Congress on 12/18/15 (pg. 1488 - http://1.usa.gov/1RE29hi) *"That the Administrator shall complete and implement a plan which enhances community involvement techniques and proactively addresses concerns associated with performance based navigation projects*".

We would like to meet with Massport to discuss our request. Please contact Myron Kassaraba or Bob Reardon from Belmont at logancac@belmont-ma.gov or the Belmont Selectman's Office at (617)993-2616.

Sincerely,

Adam Chapdelaine, Town Manager
Town of Arlington

David J. Kale, Town Administrator
Town of Belmont

Richard C. Rossi, City Manager
City of Cambridge

Michael J. Driscoll, Town Manager
Town of Watertown

cc:

Local Elected Officials:

Town of Arlington Board of Selectmen
Town of Belmont Board of Selectmen
City of Cambridge City Council
Town of Watertown Town Council

State Senate Delegation:

State Senator William N. Brownsberger
State Senator Anthony Petruccelli
State Senator Patricia D. Jehlen
State Senator Sal N. DiDomenico
State Senator Kenneth J. Donnelly

State Representative Delegation:

State Representative Sean Garballey
State Representative David Rogers
State Representative Marjorie Decker
State Representative Timothy J. Toomey Jr.
State Representative Jay Livingstone
State Representative Jonathan Hecht
State Representative John J. Lawn Jr.

Federal Legislative Delegation:

Congresswoman Katherine Clark
Congressman Michael Capuano
Congressman Steven Lynch
Senator Edward J. Markey
Senator Elizabeth Warren

MassDOT and Massport Officials:

Secretary Pollock
Logan CAC President
Nancy Donoghue, Massport
Jose Masso, Massport
Logan Airport Community Advisory Committee Representatives
Massport Community Advisory Committee Representatives