

BWFS Update

May 5, 2016

Myron Kassaraba
Town of Belmont Representative to the Logan CAC
Treasurer, Massport CAC
logancac@belmont-ma.gov

The Good News

- 33L Municipal Work Group:
 - Discussion with Massport and the FAA on altitude.
 - Support of Logan CAC BLANS efforts for Runway Use Plan to try to minimize repetitive use of runways
 - Collaboration with Wig Zamore (Somerville) and NEU Co-op students for field study for noise.
- Massport & the FAA
 - Good possibility of being selected at test airport for dealing with RNAV.
- Massport & MIT Lab for Aviation & the Environment
 - Tom Glynn has engaged John Hansman to look at Logan problems (RNAV) and explore options
- Congress – meaningful amendments to FAA reauthorization

The Bad News



**This is all
taking a
long time....**

The Efforts

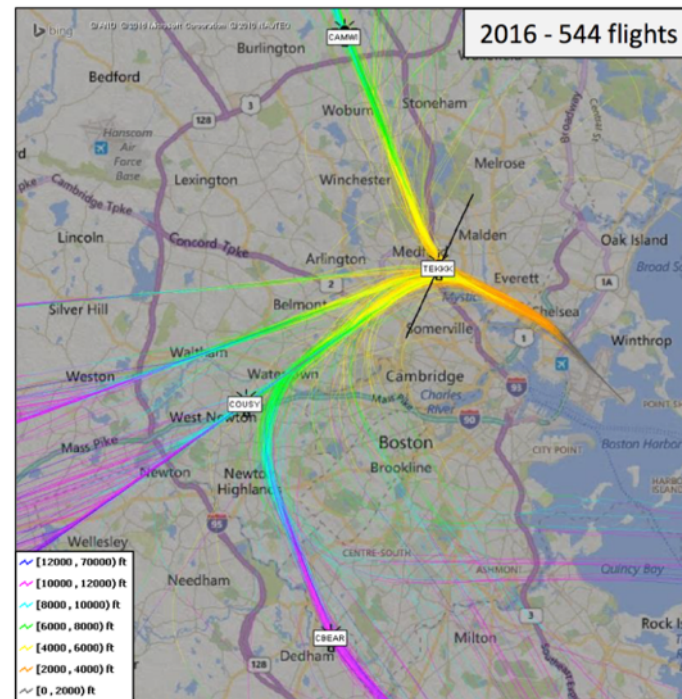
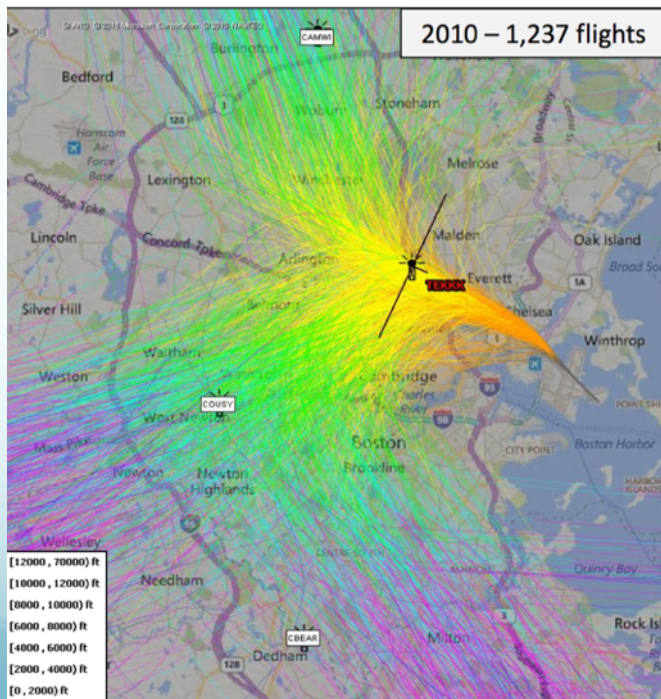


- ✓ **Flight Path Analysis**
- **Altitude Analysis**
- **Noise Field Study**

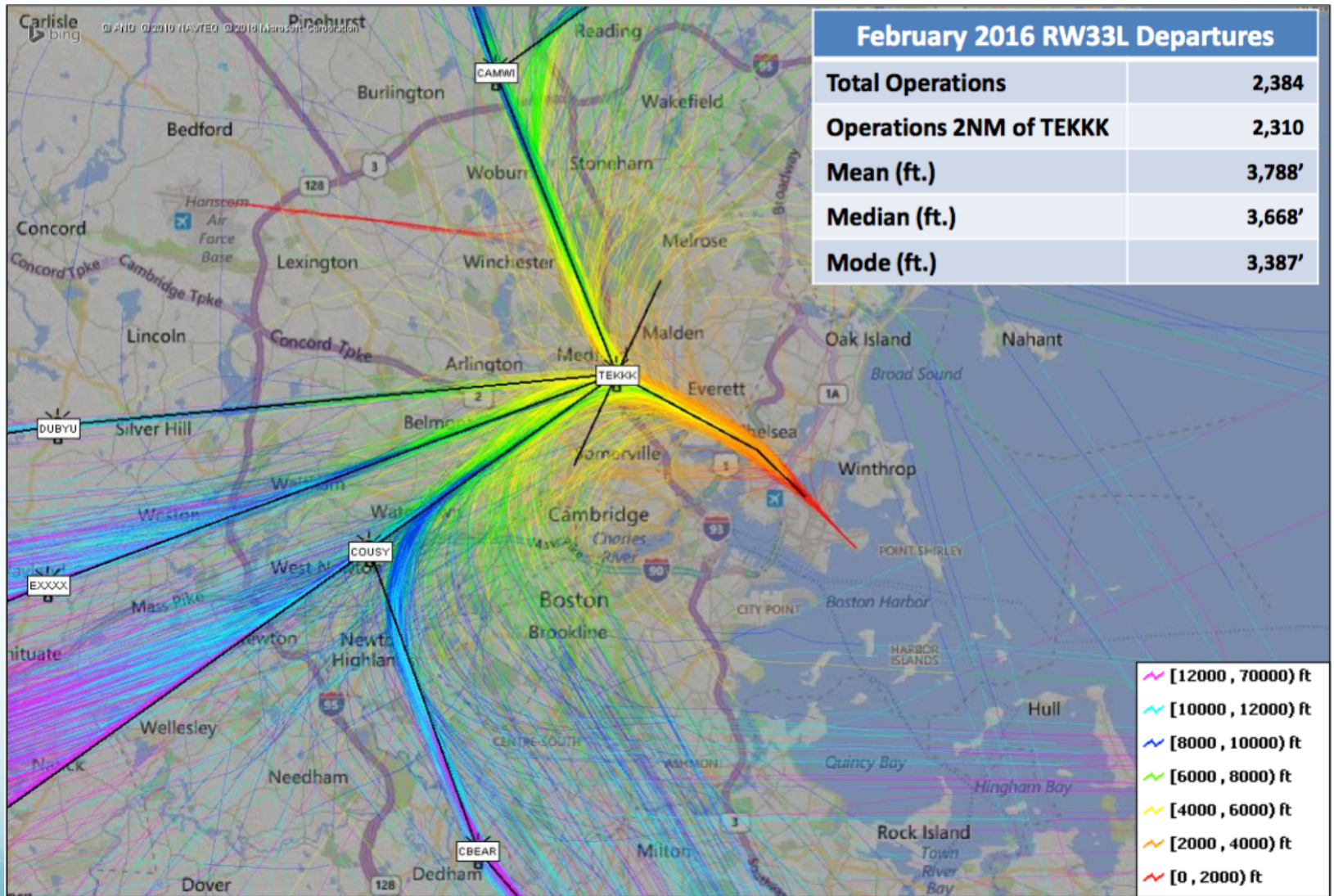
Flight Paths

- Massport now reporting flight paths to Logan CAC monthly:

Runway 33L Jet Departures Jan 1 st – Jan 7 th 2010 vs. Jan 1 st – Jan 7 th 2016		
Year	2010	2016
Total RW33L Departures	1,237'	544
Departures at TEKKK	1,021 (82%)	536 (98%)
Ave Altitude at TEKKK	3,788'	3,586'



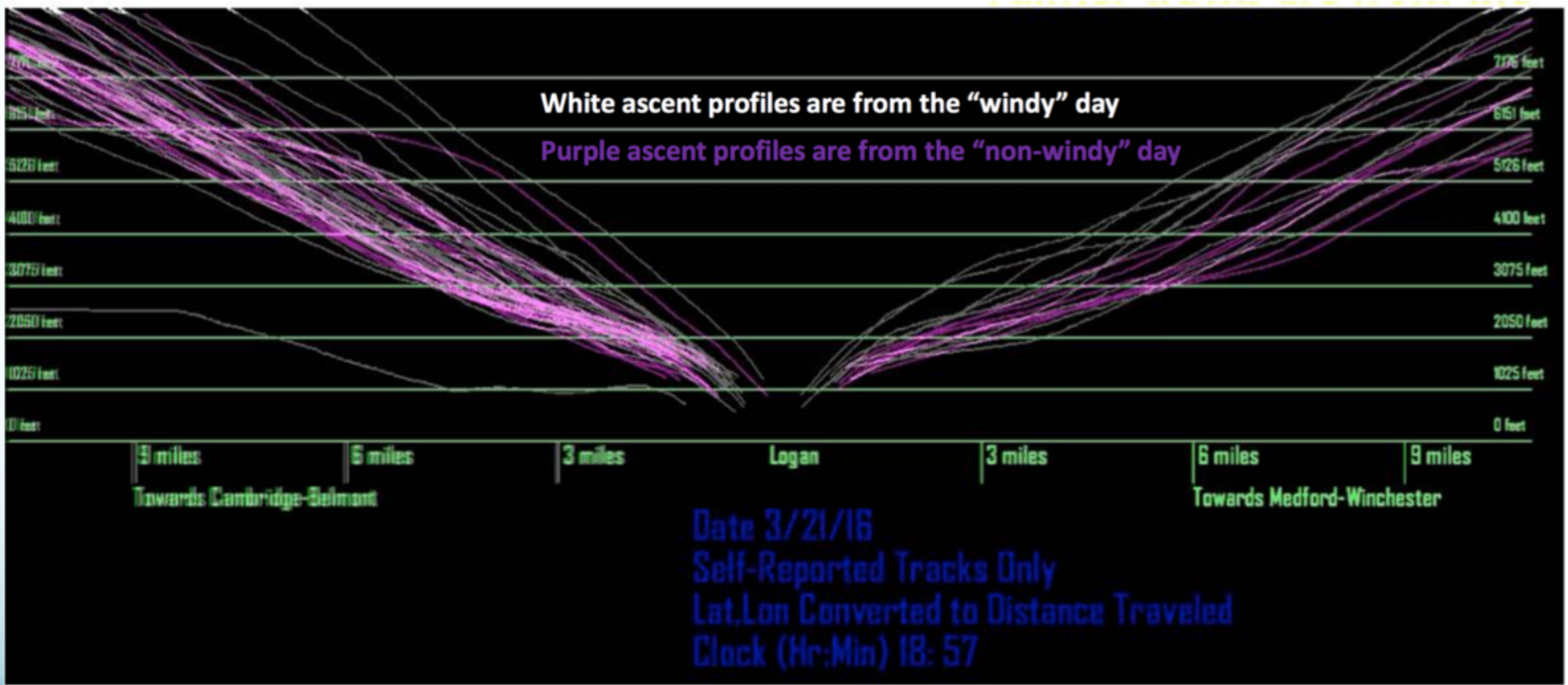
Flight Paths



Altitude

- Working with Luke and Kent on looking at ascent profiles

“windy” overlaid upon “not windy”



Field Study

- Opportunity to collaborate with Wig Zamore and Northeastern Coop students with 6 Reed Meters to collect sample noise measurements.
- Massport is a partner in the effort
- Calibration to Logan monitoring site has been completed
- How can BWFS help?

Selection of sample sites

- Trying to get simultaneous measurements under RNAV path, in between RNAV paths and away from RNAV path.

