

MEMORANDUM

To: Belmont Board of Selectmen
From: Myron Kassaraba, Appointed Representative Logan Community Advisory Committee (LCAC) and Massport Community Advisory Committee (MCAC).
Date: October 20, 2016
Subject: Update on Airplane Noise

The Town of Belmont joined the Logan CAC in September of 2013 in response to changes made to flight paths from departures on runway 33L from Logan airport that put many more airplanes over Belmont in concentrated flight paths. This new procedure is known as 33L RNAV SID (standard instrument departure).

A working group (33L Municipal Working Group or 33L MWG) was formed in 2015 with Arlington, Cambridge and Watertown participating with Belmont to advocate for getting the 33L RNAV SID procedure re-examined since it has had significant negative impacts from higher frequency and concentrated flights.

In August, State Representative Jonathan Hecht (Cambridge/Watertown) was instrumental in arranging a meeting between 33L MWG community representatives (including Medford and Somerville) and our Legislators and Congressional delegation at the State House. The meeting was very well attended and a Letter to the FAA was subsequently drafted and signed by twelve State Representatives and Senators (letter attached). The letter requested a meeting with the FAA to discuss 33L RNAV SID and potential approaches to decrease the impact by doing things like increasing dispersion and getting planes higher faster.

The FAA responded and a meeting is scheduled on Friday, November 18th.

During this time, an effort facilitated by our Congressional delegation between Massport and the FAA was announced (see Press Release). A MOU was signed and the effort will use resources at MIT in conjunction with Massport and the FAA to conduct an exploration of alternatives to the RNAV procedure and concentrated flight paths. 33L RNAV was explicitly referenced as a procedure that was going to be examined. More detail will be forthcoming but a recent WBUR interview with the lead investigator at MIT estimated that the first phase evaluation would take 6 months. The 33L MWG and our Legislators will be pushing to ensure that our concerns are fully explored as part of the effort and that we have active input.

Logan CAC: The BLANS (Boston Logan Airport Noise Study) effort is coming to an end. Funding from the FAA is being terminated on 12/31/16. There is a concerted effort by the LCAC leadership to try to develop a Runway Use Plan (RUP) before the project completes. The RUP would try to balance when specific runways or runway configurations would be used.

Massport CAC: The MCAC is coming together slowly. An Aviation Subcommittee has been formed and is developing some recommendations for review at the MCAC Annual Meeting on December 8th. A search for an Executive Director is expected to be

approved at that meeting.

Wig Zamore, CAC Rep from Somerville, has organized a Seminar titled: **Airport Impacts 101: Perspectives on Environmental Health**. It will be held on Saturday - November 5th in Somerville. Attendance is free and all are welcome including the public. This is a unique opportunity to get educated on issues with noise and air pollution.

REQUEST FROM BOS: I would like the Town of Belmont to become an official supporter of the seminar. Nothing is required – we would just be listed on the program and recognized as a Supporter.

I will be attending the N.O.I.S.E. (*National Association to Insure a Sound Controlled Environment*) Policy Summit and Community Involvement Workshop in Pittsburgh on November 16th. Belmont continues as a Member of N.O.I.S.E.

We submitted a letter of comment in conjunction with Arlington to the Terminal E Expansion DRAFT Environmental Assessment (attached). Though this modernization and expansion of Terminal E is needed to accommodate the increased demand for international flights and interest in Boston as a destination – this will likely add to flight volume during the evening hours. We asked that this be considered.

I have continued to respond to resident concerns and make regular presentations to the local citizen advocacy group – Boston West Fair Skies.

This has been the most encouraging news that I have had to report after three years. It still remains to be seen as to what types of changes will be possible and acceptable to the FAA. I would like to explicitly recognize the active and steadfast support of this by Representative Dave Rogers, Senator Will Brownsberger and Congresswoman Clark.

Respectfully submitted,

//Myron Kassaraba