



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/](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



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

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.

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[http://www.faa.gov/air\\_traffic/environmental\\_issues/ared\\_documentation/](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:

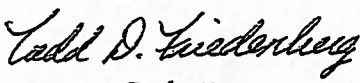
Thank you for your correspondence dated March 3, 2015, concerning the negative impact your community is experiencing as a result of the Boston-Logan International Airport (BOS) Runway (RWY) 33 Left (L) Area Navigation Standard Instrument Departure Procedure (RNAV SID). You referred to the Federal Aviation 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/](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



U.S. Department  
of Transportation  
Federal Aviation  
Administration

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](mailto:SKunz@verizon.net), or contact your local CAC representative for Arlington, Mr. Frank Ciano, at: [frankiecboy@aol.com](mailto: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

Congress of the United States

Washington, DC 20510

May 14, 2015

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

Dear Administrator Corbett:

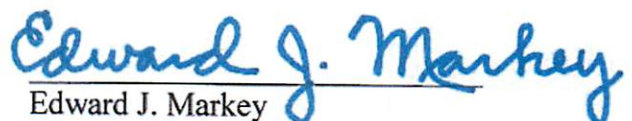
Attached, please find copies of letters sent to your office by the communities of Arlington, Belmont and Watertown, Massachusetts. These letters pertain to the issue of aircraft noise.

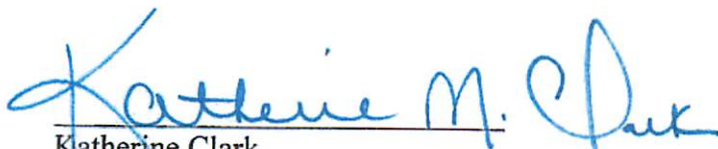
As you are aware, in recent months our offices have received many complaints from residents in the Eastern Massachusetts relating to the issue of aircraft noise generated by operations at Logan International Airport in Boston. It is our sincere hope that the Federal Aviation Administration will do everything possible to address the concerns raised by these communities and to work toward reducing noise pollution for all communities impacted by operations at Logan Airport.

Thank you in advance for your attention to this matter.

Sincerely,

  
Elizabeth Warren  
United States Senator

  
Edward J. Markey  
United States Senator

  
Katherine Clark  
Member of Congress



COMMONWEALTH OF MASSACHUSETTS  
**THE GENERAL COURT**  
STATE HOUSE, BOSTON 02133-1053

April 21, 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 trust that you are giving careful consideration to the concerns raised by these letters. We have heard from many members of our communities about the noise impacts of Runway 33L RNAV procedures at Logan Airport.

Thank you very much for your time and attention to this matter.

Sincerely,

Handwritten signature of William N. Brownsberger in blue ink.

Senator William N. Brownsberger  
Second Suffolk and Middlesex

Handwritten signature of Sean Garbally in blue ink.

Representative Sean Garbally  
23<sup>rd</sup> Middlesex

Handwritten signature of John J. Lawn, Jr. in blue ink.

Representative John J. Lawn, Jr.  
10<sup>th</sup> Middlesex

Handwritten signature of Kenneth J. Donnelly in blue ink.

Senator Kenneth J. Donnelly  
Fourth Middlesex

Handwritten signature of Jonathan Hecht in blue ink.

Representative Jonathan Hecht  
29<sup>th</sup> Middlesex

Handwritten signature of David M. Rogers in blue ink.

Representative David M. Rogers  
24<sup>th</sup> Middlesex

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





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

[Selectmen@belmont-ma.gov](mailto>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  
SAMI S. BAGHDADY, 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 15<sup>th</sup>, 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 3<sup>rd</sup> 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 15<sup>th</sup>, 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.

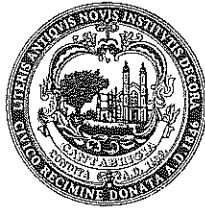
Please contact our office or our Logan CAC Representative Myron Kassaraba ([logancac@belmont-ma.gov](mailto:logancac@belmont-ma.gov), 617-484-0112) if you have any questions, we look forward to your response.

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



May 15, 2015

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

Dear Ms. Corbett,

I am writing to express the City of Cambridge's deep frustration at the increasing amount of noise generated over Cambridge by airplanes taking off and landing at Logan International Airport, particularly from runway 33L. I believe that this problem is caused by the FAA's emphasis on its Next Gen program and the resulting runway 33L RNAV implemented in 2013, which I am requesting be reconsidered.

During the abbreviated environmental review for the RNAV in 2012-13, the city submitted comments expressing that we feared that the new procedure would concentrate flights in north and west Cambridge. Since that time, we have heard from many residents, both individually and at a public meeting, that the RNAV has generated unacceptable levels of new plane noise for these neighborhoods. We have also heard from our neighbors in Arlington, Belmont and Watertown that noise complaints in those towns are at very high levels as a result of the new procedure.

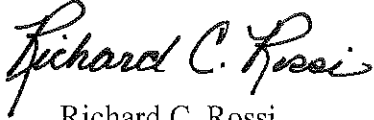
The City of Cambridge endorsed a motion at the January 15<sup>th</sup>, 2015 meeting of the Logan CAC, brought forward by the communities of Arlington, Belmont and Watertown as follows:

***"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 CAC by a near-unanimous vote and I ask that you seriously consider ways to address this request by re-examining the narrow, concentrated flight paths currently being used as part of the 33L RNAV procedure re-introducing variability to the flight paths to relieve the noise burden from those under the current RNAV routes. At the same time, Cambridge wants to ensure that planes flying at lower altitudes do not make early turns to the south and fly over the many densely populated East Cambridge, Cambridgeport and Mid-Cambridge neighborhoods.

Please contact Bill Deignan, in the Cambridge Community Development Dept. and our Logan CAC Representative at [wdeignan@cambridgema.gov](mailto:wdeignan@cambridgema.gov) or by telephone at 617-349-4632 if you have any questions. I look forward to your response.

Very truly yours,

A handwritten signature in cursive script that reads "Richard C. Rossi". The signature is written in black ink and is positioned above the printed name and title.

Richard C. Rossi  
City Manager



## 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**