

Boston West Fair Skies
P.O.Box 599
Belmont, MA 02478

September 30, 2015

Stephanie Pollack
Secretary and Chief Executive Officer
Massachusetts Department of Transportation
10 Park Plaza
Boston, MA 02116

Dear Ms. Pollack,

We are writing to you as members of the Boston West Fair Skies coalition, a grassroots organization fighting airplane noise over communities west of Boston, a direct result of the 33L RNAV departure procedures at Logan Airport implemented by the FAA in June 2013.

We appeal to you to bring to the negotiating table the FAA, Massport and our legislators in order to reach consensus on a matter that had dragged for far too long.

We have been living with highly disruptive airplane noise as a result of Runway 33L RNAV since June of 2013. By shifting the noise from being shared by many to the highly concentrated RNAV flight paths, the FAA has created winners - those who now have no or few overflights - and losers - those residents and neighborhoods that are getting burdened with all of the overflights, which is those of us writing to you now. Early Saturdays and Sundays as well as late evening flights are particularly disruptive.

The FAA claims that they did an Environmental Assessment and that their noise models showed that there were Findings Of No Significant Impact (FONSI). As residents living under those RNAV flight paths, we can tell you that they were wrong. The impact has been very real. Loud airplane noise is now almost continuous on days with northwest winds.

There is a major problem with the way the FAA is calculating impact - it does not take into account the shifting of all of the noise from a runway's operation into four narrow flight paths that send airplanes repetitively over the same neighborhoods.

The CAC finally received an official response from the FAA to the 33L motion that was sent to the former President of the CAC on June 9th - almost six months after it was made. It is consistent with the responses to our town officials and legislators received, passing the buck to Massport.

Below please find a summary of the CAC motion for your records.

MOVED and seconded that the communities of Arlington, Belmont and Watertown request through the CAC 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.

FAA's Response. In accordance with 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 (Runway) 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.

Thank you for your consideration.

Sincerely,

Signatures of 18 Boston West Fair Skies members follow in this area of the letter.

For privacy reasons we have removed them from this copy which is uploaded on Facebook and on our website: www.bostonwestfairskies.org.