

Logan Airport impact on North Shore Communities

Problem: Changes by the FAA/Massport over the last three years have exponentially increased the volume and impact of air traffic over the North Shore. These changes include:

- FAA implementation of a satellite based guidance system (RNAV) which has created pinpoint “highways” of plane traffic reducing the spread of flight paths and increasing noise to the same neighborhoods. The North Shore is on several RNAVS including arrivals at Runway 22L.
- FAA implementation of a change in landing preference at Logan favoring Runway 22L from the previous route that landed over the water from the east.
- A push to increase capacity at Logan including expansion of late night “heavy” international flights.
- **Arrivals to Runway 22L have doubled in three years creating increased noise and air pollution. Runway 22L is now #2 in most arrivals at Logan.**

Additional concerns:

- Logan is expecting record growth in air traffic this year and continued growth.
- Starting in August, two runways are being resurfaced which will divert more traffic over North Shore – it won’t be a quiet summer.
- Massport/FAA currently evaluating expansion of Terminal E to increase international traffic.
- Massport/FAA considering raising some wind restrictions for landings which could mean increased opportunity to utilize Runway 22L.
- Outdated runway restrictions prevent full usage of available runways at Logan.
- Older planes and the Airbus “whistle” create even larger noise profile. Massport is working with airlines to phase out older planes but won’t impose a fix or fines on airlines for Airbus issue.

BLANS, the Logan CAC and Roadblocks:

- BLANS (the Boston Logan Airport Noise Study) is a requirement from a 2002 FAA environmental study Record of Decision (ROD). The ROD required Massport, the FAA and the Logan CAC to work jointly to develop noise abatement measures for the communities impacted by Logan.
- Over \$11 million has been spent to date on this effort. Funds come primarily from user fees (that’s us!) with a small portion directly from Massport.
- We are currently in Phase 3 trying to develop a test of a more equitable runway use program, but the process has stalled because:
 - Massport keeps cutting Logan CAC requests from the test plan.
 - Massport won’t provide the Logan CAC with necessary baseline historical data that would allow us to measure whether the planned tests are effective.

Next steps

- We need more North Shore towns represented on the Logan Community Action Committee. The South Shore is well represented, and we are at risk without representation. Present at town meetings and bring a rep on board for each community.
- We need to bring our concerns to our elected Senators and Representatives to pressure Massport/FAA to comply with requirements.
- Communicate with community and make aware of the CAC so citizens can voice their concerns.