ANAC Presentation to Milton Select Board

September 11, 2019
ROADMAP

Facts ➔ Observations ➔ Recommendations
RECENT HEADLINES DO NOT BODE WELL FOR AIRPORT COMMUNITIES

Logan poised to become one of the 10 busiest airports in the country

By Christopher Mether Globe Staff, Updated September 4, 2019, 8:00 a.m.

Welcome to Logan International Airport

Match Your Airline with Your Terminal Letter

A B C E

Sustainable Business June 17, 2019 / 3:16 PM / 3 MONTHS AGO

FAA moves to support growth of civil supersonic air industry

WASHINGTON (Reuters) - The U.S. Federal Aviation Administration (FAA) said on Monday it is moving to rewrite testing rules to allow for the eventual return of civil supersonic air travel.
Noise complaint increases coincide with NextGen & RNAV implementations.

- Noise complaints have been rising steadily since 2012.
- This time period coincides with the implementation of RNAVs within Milton and other cities and towns in the Commonwealth.
- The total number of noise complaints filed at Logan has increased by over 40x since 2012.
- The total number of noise complaints filed by Milton citizens has increased over 340x through 2018.

LOGAN NOISE COMPLAINTS ARE RISING SHARPLY

Airplane Noise Complaints: Boston Logan Airport – January 2012 through July 2019

Number of Noise Complaints

Source: Massport. *2019 numbers are through July 31st.
Milton residents have filed over 110 thousand noise complaints since 2012.

- Medford, which has twice the number of residents as Milton, is poised to take the crown for most complaints in 2019.
- Milton has filed 20,005 complaints through July 31; Medford – 24,714.

**MILTON HAS FILED THE MOST NOISE COMPLAINTS OF ANY LOGAN AREA COMMUNITY FOR THE LAST SIX YEARS**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Number of Complaints Filed</th>
<th>Milton</th>
<th>All Other Cities and Towns (Combined)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>36,479</td>
<td>34,902</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>35,403</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>16,250</td>
<td>21,796</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>12,694</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Massport
Over the course of 2018, Milton’s percentage of noise complaints by month varied from 26% to 72%.

- Overall, Milton’s noise complaint percentage is highest during the months when people want to be outside or have their windows open.

Milton’s Annual Average for 2018

Percentage of Noise Complaints Filed for 2018

Source: Massport
MILTON HAS FILED MORE NEARLY **NINETEEN TIMES** AS MANY NOISE COMPLAINTS AS ITS NEIGHBORS SINCE 2012

Number of Noise Complaints Filed by Milton’s Immediate Neighbors – January 1, 2012 to July 31, 2019

*Total Number of Complaints*

- Milton filed more than twice as many noise complaints in the first 5 months of 2019 than its neighbors have filed since 2012.

- Given this uneven distribution, it is highly unlikely that Milton will receive support from its neighbors regarding airplane traffic redistribution.

- This dynamic, and the imbalance around it, should have been foreseeable by Massport when the CACs were created.

The skies around Milton are demonstrably quieter than the skies over Milton.

Source: Massport
LOGAN’S FLEET MIX TRENDING TOWARDS EVER-LARGER AIRCRAFT

- This mix – combined with the overall increase in passenger capacity – means that the planes passing over the Logan community are larger than ever before.

- These larger jets – including the A380 – require longer runways.

- Given the desire to use parallel runways for arrivals, these jets will choose, or be directed to, the 4s and the 22s.

- Additionally, given the restrictions on 22R despite the 4/22 runways being identical, means that the 4s will be the primary arrival runway pair, especially in times of peak traffic or bad weather.

- This dynamic all but guarantees that towns like Milton will see an increase in jet traffic.

- It remains unclear how Block 2 will address this issue.

Bigger planes means more passengers, and more noise.

Figure E-1  Evolution of Aircraft Fleet Mix at Logan Airport, 2010-2017

Source: InterVISTAS 2017.
US flight volume has been in decline since 2005; Logan’s volume has been rising since 2009.

- In 2018, US flight volume rose 2.8%, while Logan’s volume increased 5.7% - far in advance of Massport’s projections submitted to the Commonwealth the prior year.

- In 2018, Logan also saw the most passengers in its history.

- The fact that Logan is turning into a hub rather than a destination means that an ever-greater percentage of passengers never leave the airport, weakening the “economic engine” argument.

The report is submitted to the Commonwealth of Massachusetts Secretary of Energy and Environmental Affairs, and “discusses current and projected future airport operations and environmental conditions, project updates and Massport mitigation programs.”

Comments on the 2017 ESPR are due October 17th.

### Table E-9

**Actual and Forecast Logan Airport Operations, 2017 and Future Planning Horizon**

<table>
<thead>
<tr>
<th>Operations</th>
<th>2017</th>
<th>Future Planning Horizon</th>
<th>Difference (2017-Future Planning Horizon)</th>
<th>Compound Annual Growth (2017-Future Planning Horizon)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Passenger</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jet</td>
<td>279,464</td>
<td>339,365</td>
<td>59,901</td>
<td>1.1%</td>
</tr>
<tr>
<td>Regional Jet</td>
<td>39,279</td>
<td>62,857</td>
<td>23,578</td>
<td>2.7%</td>
</tr>
<tr>
<td>Non-Jet</td>
<td>44,764</td>
<td>45,079</td>
<td>315</td>
<td>0.1%</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>363,507</td>
<td>447,302</td>
<td>83,795</td>
<td>1.2%</td>
</tr>
<tr>
<td><strong>All-Cargo</strong></td>
<td>6,744</td>
<td>7,377</td>
<td>633</td>
<td>0.5%</td>
</tr>
<tr>
<td><strong>General Aviation</strong></td>
<td>31,120</td>
<td>31,685</td>
<td>565</td>
<td>0.1%</td>
</tr>
<tr>
<td><strong>Total Operations</strong></td>
<td>401,371</td>
<td>486,364</td>
<td>84,993</td>
<td>1.1%</td>
</tr>
</tbody>
</table>

**Source:** Massport and InterVISTAS, U.S. Department of Transportation T-100 Database.

**Notes:** Totals may not add exactly due to rounding.

**1** Represents the 10- to 15-year planning horizon.
Massport's 2017 ESPR dramatically underestimates Logan's growth trajectory. This appears to be by design.

- Massport projected a 1.1% CAGR over a 10-15 year period, however, these calculations are incorrect given the start and end dates.
- Increasing operations from 401 thousand to 486 thousand over ten years yields a CAGR of 1.94%. Doing the same over a 15 year period yields a CAGR of 1.29%.
- Using the growth rates from the 5 year period prior to the report's completion and the 5 year period from the most recent calendar year yield dramatically different results.
- Both CAGRs hit the 486 thousand operation mark in the report as many as ten years earlier than the report suggests.
- Taken out to the 15 year mark, these projections indicate there will be between 100 and 200 thousand more flights per year than Massport is currently projecting.
- These obvious flaws in projecting future outcomes bring into question the overall accuracy of Massport's data.
MIT’S NOISE MODEL DOES NOT REFLECT REALITY, EITHER

JetBlue Flight 1482, September 7, 2019

- Pilots often refer to landing gear as "rubber air brakes" because they can be deployed far earlier than flaps can.

- On September 7 around 1:20 pm, JetBlue flight 1482 passed over Milton with landing gear down at least 7.5 miles from runway end.

- The MIT model being used in Block 2 assumes that gear is deployed at 6 miles; noise from gear and flaps is largely omitted from the model prior to this point.

- Professor Hansman is aware of the discrepancy, and reliance on the model in this flawed state underestimates the noise burden of any community that deals with approaches.

- Proper field examination would provide valuable insight in amending the model to reflect actual conditions.

MIT’s noise models do not reflect conditions on the ground – and bring into question the model’s accuracy.

Source: Massport Flight Monitor, Google Maps
NIGHTTIME NOISE ABATEMENT IS INEFFECTIVE TO NONEXISTENT

Late-night flight operations on 4R

- According to Massport, the nighttime period runs from midnight to 5 am, during which time noise abatement procedures should be in use, conditions permitting.

- On night of September 9th, arrivals continued until approximately 2 am despite the fact that winds were light enough (4-5 mph) to allow a shift to the nighttime pattern.

- Traffic did shift to Runway 33 just before 4 am for three arrivals.

- 4R was back in operation at approximately 4:30 am, again despite the light winds, giving Milton residents only 2.5 hours of quiet in conditions that did not require the 4s to be used.

- This situation will only worsen as air traffic intrudes further into nighttime hours.

Source: Massport Flight Monitor
THE FAA MAY BE TESTING SOMETHING AT LOGAN – AGAIN

Finfo Flight Inspection Aircraft 72 (FLC72) – September 10, 2019

- FLC 72 left White Plains airport at 10:52 pm and landed at Logan at 2:21 am.

- According to the FAA, flight inspection aircraft are used for the “inspection of all space and ground-based instrument flight procedures and the validation of electronic signals in space that are transmitted from approximately 13,500 various navigation systems.”

- FLC72 appears to have inspected the area covered by runways 4R and 4L, which may be undergoing upgrades or repairs.

- As with other FLC flights, the flight track data was removed from Massport’s flight monitor within 24 hours of the flight’s completion.

Source: FlightAware
RECOMMENDATIONS FROM ANAC

1. Obtain the Statement of Work for the Hansman MIT Study (we only have what HMMH has agreed to). Ask Congressman Lynch's office for help if need be.
2. Examine whether the Record of Decision (ROD) can be used to compel Massport to create a new Runway Use Plan (RUP), as required by the ROD.
3. Move to prevent or delay a Wake ReCat (wake recategorization) from occurring at Logan.
4. Hire a technical consultant to advise on how to reduce the impact of air traffic over Milton.
5. Formally invite Professor Hansman and the MIT team to Milton to observe when and where landing gear is actually deployed so that their noise model can be updated accordingly.
6. Reach out the Governor's office about the appointment of a new permanent CEO for Massport. Ask that the CEO's compensation be tied to minimizing the impact of airplane noise and air pollution on local communities.
7. Reach out the Governor's office about the appointment of a each new Massport Trustee. Ask that the new Trustees’ compensation be tied to minimizing the impact of airplane noise and air pollution on local communities.
8. Hold a Town Hall to update the people on what is happening and what they can do.
9. Reach out to the Community Noise Lab to get Milton included in its current work.
10. Reach out to the School Board to raise their awareness on the issues of airplane noise and air pollution.
11. Reach out to our federally-elected officials and ask them to compel the FAA to provide the results from the Noise Study that has allowed to linger in draft form.
12. Establish working rules for oversight of our MCAC representative and for communicating the town's position through the representative.
13. Create the position of Airplane Advocate to advance the cause of fair and equitable air traffic distribution for the Town of Milton.
Hi all. I’m new to Milton and new to airplane noise. They fly directly over the house down the street. The noise is insane. Is there anything one can do to make it more tolerable??

2 Comments