

# Officials will study plane noise after complaints about Logan

Megan Woolhouse, Boston Globe | October 7, 2016



*A new air navigation is concentrating more planes in and out of Logan into narrower flight paths, increasing the volume of noise for neighborhoods below. (John Tlumacki/Globe Staff)*

Facing increasing pressure from lawmakers, the Federal Aviation Administration and the Massachusetts Port Authority said they will consider changes to flight patterns in and out of Logan International Airport that have triggered thousands of noise complaints from residents.

The catalyst is a navigation system the FAA implemented three years ago<sup>1</sup> that concentrated more planes into narrower flight paths, increasing the noise that residents who live under those approaches endure. Massport and the FAA announced Friday that they will investigate alternatives, such as having planes fly at a higher altitude, or over the ocean, or in airspace above a major highway.

“We must not forget to address the community’s concerns,” Todd D. Friedenber, deputy regional administrator for the FAA in New England, said at a news conference Friday. “My hope is we can deliver real safety and measurable benefits.”

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<sup>1</sup> **Air Footnote:** This statement obscures an important point: that FAA has been implementing these satellite-based RNAV procedures for more than two decades. NextGen is just the 'brand name' for FAA's latest push, commencing around 2003, to accelerated implementation of new RNAV procedures. With legislation pushed to passage in early 2012 by both FAA and industry, FAA was authorized to eliminate decades-old noise mitigation procedures across the nation, replacing them with new procedures exempt from environmental review (the CATEX problem).

But US Representative Stephen Lynch, a Democrat from South Boston who has been sharply critical of the FAA, characterized the response as “baby steps.”

The FAA in 2013 began rolling out a new GPS-based navigation system that allowed it to more precisely plot takeoffs and landings at Logan. The FAA said at the time the changes would “improve safety and efficiency at Logan Airport.”

But almost immediately the FAA and Massport began hearing increased complaints from residents of Milton, Cambridge, Somerville, and other communities that the plane noise had become intolerable.

“In the last 12 months, we’ve had 52,000 jets fly the very same path over the very same homes and schools in Milton,” said Cindy Christiansen, who sits on Massport’s Community Advisory Committee. “These are going over the very same people, over and over, just like it was a railroad track above them.”

Because of the FAA changes, planes are crowding into a tight lane of traffic instead of being dispersed over a wide geographic area, concentrating noise over the neighborhoods below. The refined flight paths can vary because wind and weather conditions dictate which runways Logan uses.

Working with researchers from the Massachusetts Institute of Technology, Massport and the FAA will consider changes to flight navigation, including the feasibility of a “curved approach” by airplanes that could bring a jet’s path in line with the Southeast Expressway or Boston’s inner harbor, and reducing air traffic over Milton and Dorchester.

Massport said it will also undertake an analysis of runway traffic affecting Arlington, Belmont, Cambridge, and Watertown, as well as whether distances between planes could be adjusted to include more over-water operations, in a nod to air traffic noise considerations in South Boston and Hull.

Massport said it will also work with FAA air traffic controllers and airlines to consider increasing the use of “special procedures” that would allow flights to avoid going over land wherever possible.

R. John Hansman Jr., a professor of aeronautics and astronautics at MIT, who will lead the research, said the navigation systems that have become so controversial were installed to prevent airline delays, improve fuel economy, and lower airplane emissions.

Noise levels out of Logan are actually lower today than in the past, Hansman said, because of improvements in jet engine technology. And while flying a jet at a higher altitude might seem like an easy answer, there are also increased risks, such as an engine overheating.

“You have to look at what’s technically feasible,” he said. Sometimes “it does take rocket scientists from MIT to use the technology to improve the situation.”

Alan Wright, a data analyst who works from his house in Roslindale, said the study made him “hopeful” that the problem has finally been recognized. Some days, flights are running overhead every three minutes in a near-constant din, he said.

“I’m always hopeful when Massport takes a new measure to address the problem,” Wright said. “I’m hopeful because the issue is increasingly on the radar.”

But Christiansen said she was skeptical of the FAA’s new steps, saying the agency had ignored residents’ complaints for years.

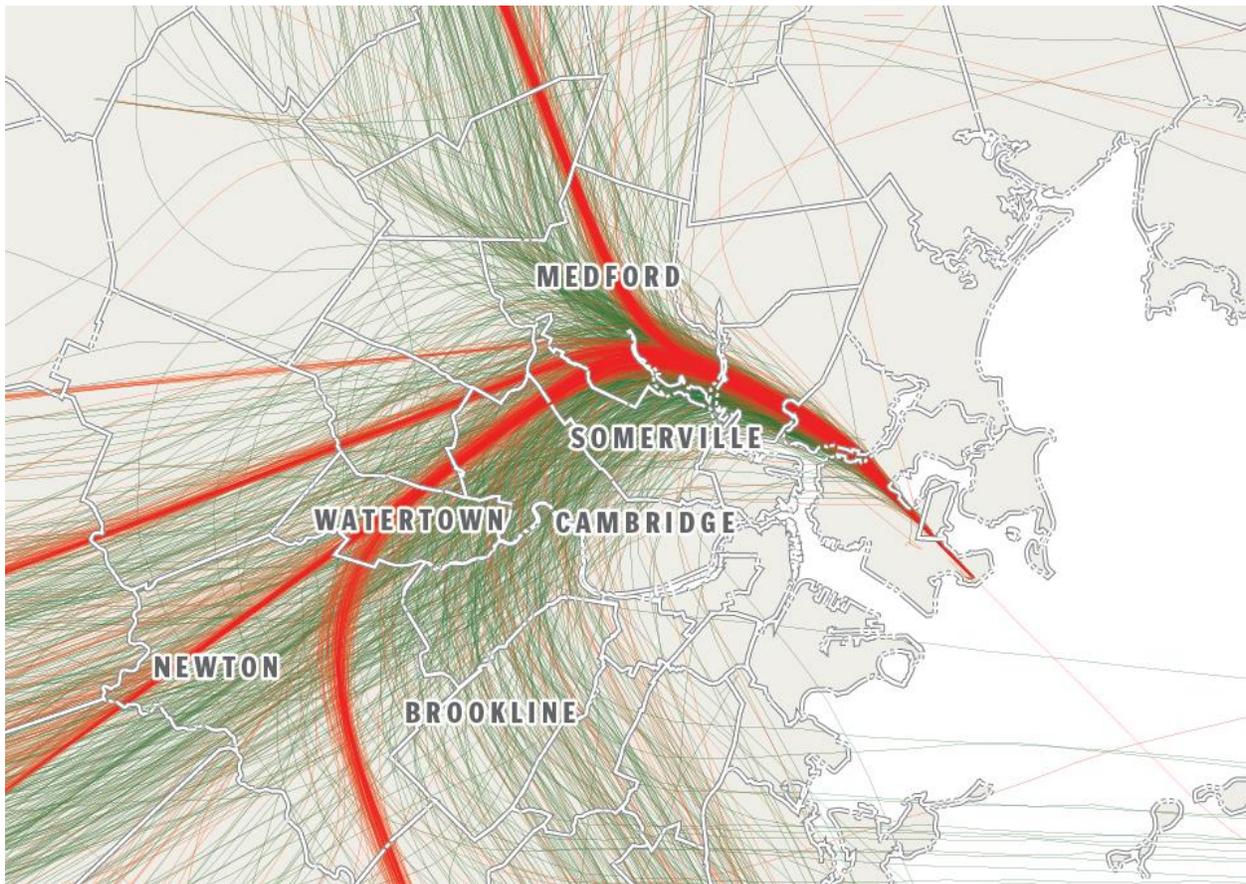
Lynch said it took the FAA years to agree to meet with him to discuss noise concerns among residents of Milton and other communities in his district, which stretches south out of the city.

“This is an issue of social justice,” Lynch said. “These people have been abused and damaged by their government, by an agency of their government.”

### How flight paths can affect certain towns

A new air navigation system has allowed the FAA to more precisely plot air traffic at Logan, concentrating more planes into narrower flight paths that generate more noise for homeowners below. Prior to the new navigation system, flights in and out of Logan were dispersed over a wider airspace. Below is an example of flight patterns for runway 33L at Logan before and after the new navigation system for comparable periods in 2013 and 2015.

- JANUARY 5, 10, & 15, 2015 FLIGHT TRACKS
- JANUARY 17, 22, & 27, 2013 FLIGHT TRACKS



## Complaints

As the new navigation system went into broader use, Massport has received more complaints about airplane noise from certain communities. A look at complaints from the first three months of 2013, compared to the first three months of 2015:

### Cambridge



### Somerville



### Milton



SOURCE: Massport

PATRICK GARVIN/GLOBE STAFF

Lynch is a member of the congressional Quiet Skies Caucus, a group of several dozen lawmakers that is pressuring the FAA to respond to airport noise complaints.<sup>2</sup> He also introduced legislation this year that would require the FAA and a research institution to study the health effects caused by the higher concentration of air traffic.

The congressman also held out the prospect of filing a class action lawsuit against the FAA on behalf of residents, if the agency doesn't move to reduce airplane noise over those communities.

Another member of the congressional caucus, US Representative Michael E. Capuano, said the FAA is reluctant to change a system that is working safely for air traffic. But he supported Massport's efforts to test and adapt flight navigation routes.

Capuano, whose home in Somerville is under one of the heavily trafficked flight paths, said a narrow swath of residents shouldn't have to bear the brunt of Logan's airplane noise.

"We should all share some of the pain, within limits," Capuano said.

Massport chief executive Thomas Glynn expressed caution, saying that while the study should provide "significant results" within a year, it's not going to resolve every issue.

"This is not a panacea," Glynn said. "This is not going to address all the issues that have been raised."

See following pages for archived copies of 80 Comments (as of 10/8/2016 at 10:08AM PDT)

Copied 10/8/2016 from: <https://www.bostonglobe.com/business/2016/10/07/faa-massport-agree-study-airplane-noise-after-rising-complaints/hlVSjqJnk5vww6gAHzk0eI/story.html>  
(Highlights, footnotes and minor edits may have been added, but only to add clarification)

<sup>2</sup> Air Footnote: Lynch is to be applauded for two things: his membership in the Quiet Skies Caucus, and his clear statement that FAA's NextGen implementation amounts to a massive social injustice against hundreds of thousands of impacted U.S. citizens.

80 Comments (as of 10/8/2016 at 10:08AM PDT)

alnwright10/07/16 02:11 PM

I suppose it is good news that the scientists at MIT get involved but it will quickly become obvious to them that the core problem is the control the airline industry has over the FAA. The FAA is controlled by Congress, which in turn is controlled by the airline industry when it comes to air traffic issues (think of how much our federal representatives fly). At the core of this issue is that in the use of the airspace over us, which is public property, precedence is given to the economic interests of the airlines rather than to the right of citizens to have peace and relative quiet. Other countries have solved the problem by requiring the airlines to change landing and departure practices to reduce noise over urban areas. US airlines fight against these practices because it would marginally increase their costs.



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SingleVoice10/07/16 03:19 PM

Thanks for that helpful and insightful response.



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BobbyHR10/07/16 07:39 PM

How is there a god-given right to fly and create great noise and air pollution? How much air travel is really necessary? I see this as a growing future conflict as we try to reverse Global Warming, and the wealthy do whatever they want as usual.



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USPSSOS10/07/16 08:54 PM

Bobby, I'm not rich but my precious grandchildren live 2,000 miles away.



o

compromiser10/08/16 12:25 PM

Earth to residents:

Logan was there before you.

Traffic patterns are decided mostly by prevailing winds.



o

boatwrote10/08/16 12:56 PM

alnwright leaves out one of the most rigorous changes made by other nations, especially in Europe, to make flying planes pipe down. A model known as the 727 was outlawed even while airlines in the U.S. used and loved the narrow-bodied aircraft with the triple-mounted and very near unmuffled engines. While Massport hacks and, probably, their FAA betters, will swear on a stack of Cousteau typings that 727s no longer use Logan Airport, tain't true. Just listen. . . you will find one of these noisemakers headed skyward when the wind directions are right for your residential area. You will probably also like to know that some of the 21st Century models descended from the 747s are sometimes as least as loud as the latest model 727s in use.

Hide replies



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greyhoundgirl10/07/16 03:48 PM

It may be a baby step but it's a welcome baby step. This after being woken from a sound sleep in the middle of the night last night in North Cambridge.



○

ProWorkingClass10/08/16 08:52 AM

People from Southie and Eastie have dealt with this problem all their lives, but God forbid the beautiful people are affected. I guess Lynch never heard those same planes all these years...but when Milton complains he jumps. Par for the

course. And now the People's Republic of Cambridge is being affected? We'll shut down Logan, greyhoundgirl. So sorry for your woes.



o

Chrissie7810/08/16 09:43 AM

I live over in Medford...right under the pivot point. By the time it reaches me, the planes should be higher. My husband wanted to move to East Boston, but I didn't want the plane noise...it is a choice. I don't live near the airport...you want to live near it, there will be some noise. I don't so **FLY HIGHER!!!**



o

BioTurboNick10/08/16 11:16 AM

ProWorkingClass - Well, Eastie is right next door to the airport. Airplane noise is kind of to be expected there.

Another tack you could take is to see it as a good thing there's increased scrutiny and make sure the effort helps other neighborhoods too.



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boatwrote10/08/16 01:01 PM

ProWorkingClass is having power pipedreams. He/she ignores the towns and cities that have been fighting the Logan noise perpetrators for 30 or 40 years. Take parts of East Boston and Winthrop as examples. The congressional loudmouths who claim they are going to stop the aircraft noise, the usual style of airless promises, are full of that stuff best used on your front lawn as fertilizer. . . the bovine kind. These political hacks ignore the fact that back in the 1970s, Winthrop residents paid their own bills and hired a Washington, DC ambulance chaser who led them into the federal court at Post Office Square in Boston. This lawyer was going to get a federal judge to rule in favor of the residents whose sleep was often disrupted by aircraft. But in this case, the judge sent the lawyer back to D.C. with the Winthrop residents' payments in his wallet.

Hide replies



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subvet197510/07/16 03:55 PM

To help the cause, Congressman Lynch should consider flying to Washington less frequently and we should also get rid of all the long haul jets to Asia and Europe that have been added over the past couple of years. Just kidding!



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paulangi10/07/16 03:59 PM

Yes, it's at least good that reps and the FAA know about this quality-of-life issue--for literally thousands of people, from residents to visitors. People visit me in Watertown from other states and comment on the noise some evenings. As can be seen on the graphic, Watertown and Belmont are also buffeted by this inescapable, all-enveloping noise.



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edsox1510/07/16 04:03 PM

Everybody wants to fly.

Nobody wants air traffic over their neighborhood.



o

TAC0218610/07/16 04:08 PM

That's just not true....we all understand about flying but why can't we disperse the flight patters a bit more so that the same neighbors do not unfairly bear the entire noise of Logan...

I do not think Rep. Lynch is being unreasonable at all!

Thank goodness some politicians (like Lynch) still understand who they work for!



o

fordfalcon10/07/16 09:27 PM

How can you disperse the flight patterns away from an urban setting? Logan is completely surrounded by a heavily populated area. Wind direction determines runway use and approaches.

One solution would be to schedule more flights out of Manchester, NH and Providence, RI thereby reducing the flights out of Logan.

Build a road dedicated for access to Worcester Airport, which is extremely underutilized and beautifully up-to-date, then schedule more flights from there.



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fordfalcon10/07/16 09:30 PM

Lynch's actions cannot change the facts of life at Logan. Runways 4Left and 4Right are approached directly over South Boston.



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ProWorkingClass10/08/16 08:57 AM

TAC02186 another better than though Milttonite. Just send the planes over someone else's neighborhood. KMRIA



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Chrissie7810/08/16 09:48 AM

Did you look at the graphic the red is me. Why am I the sacrificial lamb when it used to be dispersed more? The planes come so close together that there is no space in the noise some days, it is CONTINUOUS. My head is pounding so bad I am using an ice pack. The solution is fly HIGHER. Not people saying "that's life in the city." Reclaim your rights to quality of life, people. These people did not choose to live near the airport. People in South and East Boston chose and mitigations are in place. This was thrust upon us with no mitigation...the airport is not in Medford.



o

BioTurboNick10/08/16 11:19 AM

Ford - the point is the noise should be spread over a broader area, and not concentrated over narrow paths through the metro area.

Hide replies



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Genz110/07/16 04:07 PM

An even worse noise problem for those of us living in the city is the recurrent noise from low-flying helicopters using the flight tracks above I-93. In addition to noise, flying just above roof-tops in heavily populated neighborhoods, is also very dangerous. It is definitely a growing problem in North Dorchester and South Boston.



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SilkyDJohnson10/07/16 04:44 PM

Thank you!!



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alnwright10/07/16 05:06 PM

Roslindale was helicopter hell Wed evening for 3 hours. One was a police copter the other 5 were TV news copters. The media should be required to share one copter.



o

princess-cal10/07/16 08:21 PM

Living out by Hanscom, we get plane and jet noise. I actually don't mind it. It's not too much and we were aware of it before buying the house. The planes are basically white noise.

However, there is a helicopter place that gives lessons. The same helicopter flies all day, in the same circle which includes over our house, for flight lessons. We found out the owner and asked if he'd just mix up the route a bit. At least to cut the frequency down. He refused. I feel like driving by his house daily blaring the horn a few times. See how he enjoys it (kidding of course).



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fordfalcon10/07/16 09:36 PM

There are practice areas over Dover/Sherborn/Medfield/Holliston. The helicopter school owner probably isn't willing to spend the extra money for gas to fly to that area.



o

conbigote110/08/16 05:19 AM

and Medford ... we get both the take off s from 33L and landings on 15 R and helicopters following rte 93

Hide replies



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ple195810/07/16 04:07 PM

Funny how they mention Somerville, Cambridge, and Milton but not Medford. Every one of the red lines goes through Medford. I guess we need to complain more because the noise is also a major issue for us residents of Medford.



○

conbigote110/08/16 05:21 AM

I have made this comment directly to the folks of Boston Fair Skies ... seems like noise only became a problem when it affected Belmont Cambridge and Arlington ... and for the record the Globe is wrong ... Capuano's home IS NOT under the flight path ... in fact it is expressly avoided ... just a coincidence I suppose



o

Chrissie7810/08/16 09:50 AM

After a while you stop complaining when they tell you nothing will come of it. And never mind the awful Medford residents who will argue with you all day that their children like planes....buzzing your house after 11PM? Me thinks you are not under the flight path.



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SouthieSox0810/07/16 04:23 PM

This cannot possibly be an accurate map, as it omits a major flight path for departing flights right through the Lower End of South Boston, South End, Roxbury and Dorchester. The increase in noise on this departure path the past five or six years is outrageous, and often starts at 5am, waking up everybody.



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ytfiws10/07/16 05:03 PM

Also those over Winthrop



o

timbl10/07/16 05:26 PM

You are partly correct Southie, I am in the airline business and they picked one particular pattern for a certain runway configuration...  
The particular runways they are using on a different day, (usually determined by wind direction) will dictate a different pattern...



o

ProWorkingClass10/08/16 09:02 AM

SouthieSox08 nobody from the suburbs care about Southie. Just don't affect them. They don't want to live near you but they want quick access to the airport. What a joke. Here's what I say to them: Screw. Move to Norwell.



o

BioTurboNick10/08/16 11:23 AM

The map only shows one runway.

Hide replies



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obftklkdsvn10/07/16 04:28 PM

"A new air navigation is..."  
Is English the first language of anyone who works at the Globe in 2016?



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juanny10/07/16 04:42 PM

please add Belmont to the list. Slept there last night visiting a friend and I felt like I was sleeping at Logan on the runway.



○

ProWorkingClass10/08/16 09:04 AM

Boo hoo. Call Willard.



•

flags10/07/16 04:51 PM

It seems that every few months this same story pops up, and each time it does the central issue determining which neighborhood will suffer the most noise is ignored. The central issue is wind direction.

Planes generally take off and land into the wind. There are acceptable variations from this general practice. The lighter the winds the more the practice can be modified, the stronger the winds the more risky it becomes to stray from this basic tenet of aviation safety.



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alnwright10/07/16 05:07 PM

Jets face few wind restrictions. It is the small prop planes that force most wind direction departures.



o

flags10/07/16 07:14 PM

alnwright: In there operations manuals, I am sure Logan Airport must have some definitive FAA approved procedures regarding wind direction and wind speed considerations for takeoffs and landings.



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CC0202110/07/16 08:02 PM

ainwright, that's ridiculous. In general, the bigger the airplane, the more runway it needs to land and (especially) take off. A Saab 340 (turboprop), for example, needs 4220 ft to takeoff at max weight. It would have no problem departing downwind on any of Logan's main runways. A modern Boeing 737 (not even a particularly big jet), OTOH, needs 7,550–8,500 ft to depart (again, at max takeoff weight). It wouldn't be able to depart on 9-27 at all, and might not be able to depart downwind on the other main runways either.

*\*All\* planes want to takeoff and land into the wind. It is far safer because it allows the planes to depart and arrive with a slower ground speed, leaving more runway for safety margins. Also, it is easier on the airplanes (landing downwind at a faster ground speed is tough on the landing gear, and of course you'd have to reverse thrust a lot longer too).*



o

fordfalcon10/07/16 09:49 PM

ainwright:

You shouldn't be making comments when you really don't know anything on the subject of airplanes. This is a legitimate, ongoing issue, and if one wants to be taken seriously, do a little reading on the subject.

All airplanes need to take off and land into the wind . . . if there is wind. If the current wind is reported "light and variable" (less than 5 knots), an airplane is capable of using any runway. Runway use is determined by air traffic control.

Hide replies



• Aeroguy110/07/16 04:53 PM

Two factors to bear in mind:

1. The map above only depicts departures from Runway 33L. They constitute about 8% of all Logan operations (departures and arrivals). The fraction can vary based on several factors.
2. The number of complaints from a community is subject to 'encouragement' and may not be related to the noise level or number of people exposed to noise in that community.



○ myron195810/07/16 06:45 PM

As I remember the same kind of story a few years back, and of say 100 complaints 85 came from 1 phone number, every time a plane flew over the person called.



o

BobbyHR10/07/16 07:43 PM

I'd complain if it would do any good.



o

Trutiness1971/10/07/16 09:18 PM

Not true, 15R/33L gets nearly 40% of all flights.



o

Aeroguy11/10/07/16 10:34 PM

Sorry, Trutiness1971, you're simply wrong. Have you got a source for your statement?

Massport/Logan is quite open on its operations -- perhaps the most of all airports in the U.S. See: <https://www.massport.com/environment/environmental-reporting/noise-abatement/runway-use/>

In 2015, Runway 33L had 15.4% of Logan's jet departures. In 2014, it was 17.1%. In 2013, it was 12.6%.

Arrivals and departures are necessarily about equal. So, to a reasonable approximation, 8% of Logan's jet operations are Runway 33L departures.

Airplane noise is an emotional subject. Many statements are inaccurate, sometimes intentionally (not necessarily the case for Trutiness1971). Take each statement with a hefty dose of sodium chloride.



BioTurboNick10/08/16 11:29 AM

What's wrong with lodging a complaint each time, myron1958? The claim is not that each complaint is a single unique individual.

And sure, it can be subject to encouragement, Aeroguy1, but do you think people are going out of their way (and it is a bit of an annoying process) to file a complaint if they didn't feel it was worth their time?

Hide replies



Rileysdad10/07/16 04:56 PM

We're out in the Medway area (495, south of the pike). We seem to get the air traffic from Logan, Hanscom, Norwood, and TF Green. Normally it's just white noise but there are days when it's unreal. Add to that there's a least one or two locals who enjoy flying low and loud over the area.

We just suck it up and dream of heading west someday.



ProWorkingClass10/08/16 09:05 AM

See ya. Here's your hat, what's your hurry? Such bravery.



timbl10/07/16 05:33 PM

In case anyone is interested, the article talks about the narrowing of flight paths  
You will notice the older flight paths come and go at all varying angles that spread the noise out.

What is actually happening is that the Airlines and the FAA together have created specific very tightly controlled paths that are designed to be flown by the autopilot..  
Automation is the goal, to save gas and fit as many airplanes in as closely as possible...  
Frankly I don't think the airlines give a crap about noise around the airports,, they know what we all really want is \$39.00 fares...



o

fordfalcon10/07/16 09:53 PM

And more leg room with the seating!!



•

timbl10/07/16 05:53 PM

Funny,, I don't blame whomever disliked the comment, but its the truth..  
alwright is correct,, its money that talks...

By all means keep screaming and get your legislators to put pressure on the FAA.... they  
are slow but they do react, if you have tons of patience..

The real solution is to build an airport out in the boonies somewhere..  
good luck with that... NIMBY is real



o

fordfalcon10/07/16 09:54 PM

That airport has been built, long ago and was recently improved. Worcester Airport.



o

BillGoat10/08/16 01:58 AM

It would be nice to have Worcester Airport more active again. Used to fly out of there way back in the day when we had Northwest and Continental.

But there are still issues that really make it hard to expand air traffic. First of all, it's plunked in a residential neighborhood. There will always be fears that if a plane overshoots the runway even just a tiny bit, that it will end up on someone's front porch. It is also in a tough spot in terms of getting there. As the crow flies, it's not that far to 290, the Pike, 146 and 395. But logistically, getting up to the airport from those highways on the area city streets is a frustrating endeavor at best. I think they'd have to consider parking areas with shuttles closer to the highways. (Which is a shame, as there's plenty of parking at the airport.) Or they'd have to do some serious roadway reconfiguring and expanding to route people around Webster Square.



• user\_388597010/07/16 06:50 PM

The Globe needs to show the other flight paths on a map coming in from north and south too. Milton is not on the map--but you show the spike in calls in the graph. I am in Lynn and we have a constant flight path over us too--just like Milton. There is just too much air traffic and everyone in the Boston metropolitan area is effected.



• soxgrrrl10/07/16 07:58 PM

I remember when the FAA was considering these plans about 8, 9 years ago - there was considerable opposition from the South Shore but the process was not well-covered except for the Patriot Ledger. The narrowed flight paths were supposed to save fuel - thank goodness the airlines are sharing the savings! (NOT)

I now live in South Brookline just outside West Roxbury and there are mornings where the noise starts at 5 am and I can hear it all morning, literally incessantly. This doesn't happen every morning, but when it does, it's awful. My friends in nearby JP notice the same thing. Where do I complain? I imagine we are on the northern end of what they are hearing in Newton.

Also, thank you to the commenters who noted the map represents only one runway.



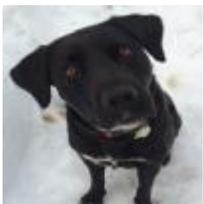
adriannel10/07/16 07:58 PM

Either they fix the noise coming out of Logan or everyone moves out of the 128 beltway. Which one seems more practical to the FAA?



ProWorkingClass10/08/16 09:10 AM

Call the moving trucks. Bye!



yogasong4410/07/16 08:07 PM

Notice on that air traffic map that none of the Boston neighborhoods are noted. Believe me, we get annoying airplane noise in Boston proper.



o

ProWorkingClass10/08/16 09:10 AM

It's only been 60-years!



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edwal10/07/16 10:01 PM

poor babies should have spent time in southie close to the fort in the 1960's same when jets were really nosy



o

Chrissie7810/08/16 09:57 AM

Sorry, spent a lot of times watching planes depart from Castle Island...you can see the airport there. Shouldn't be as loud as my house in Medford...I chose not to live near the airport, so it shouldn't sound like it is landing in my bedroom in the middle of the night or all day. We make choices of where to live...FAA has built a virtual runway over my home several miles away. Fly higher...spend \$30 extra in fuel...



da200510/07/16 10:54 PM

This morning jets from Logan flew over the SW Corridor nearly every minute. The noises was insane. They fly pretty much only over the Corridor when flying this way. So everyone near the Corridor suffers from horrible noise.

As mentioned the only reason for the limited flight patterns is to save money. The FAA is owned by the airways. Logan is owned by Massport (who knows who really owns Massport). The people allowing this war on neighborhoods should live in the neighborhoods that they are trying to damage.

To lodge complaints use this website:

[https://secure.symphonycdm.com/publicvue/Frames.asp?sys=BOS&HeaderFrame=HeaderPage.asp&MenuFrame=leftMenu.asp?Context=Complaint&ContentFrame=TitlePage\\_Complaints.asp](https://secure.symphonycdm.com/publicvue/Frames.asp?sys=BOS&HeaderFrame=HeaderPage.asp&MenuFrame=leftMenu.asp?Context=Complaint&ContentFrame=TitlePage_Complaints.asp)

Or just go to the Logan website and look for the area for filing complaints. You will need to set up an account. Then Massport will send mail every time you lodge a complaint even if you ask them not to.



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tishimselfinRI10/07/16 11:59 PM

Wow. Who would think that there would be so many planes flying near an airport. And all so noisy!!



○

ProWorkingClass10/08/16 09:11 AM

The order is in for noiseless planes. We will keep you apprised. Stay tuned.



○

Chrissie7810/08/16 09:58 AM

Look at the map...Medford, Belmont, Arlington are not near the airport. We chose not to live near the airport. The airport built a virtual runway over us.



hmmmm10010/08/16 11:11 AM

All those towns are near the airport. Planes cannot take off vertically like a rocket ship or land vertically like the Jetsons car....yet.

Hide replies



97Bravo10/08/16 08:31 AM

Anyone living near the airport today surely knew that there was an airport there when they moved in.



o

ProWorkingClass10/08/16 09:12 AM

THANK YOU 97Bravo!



o

Chrissie7810/08/16 09:59 AM

Notice the towns on the map are Medford, Arlington, Belmont...brush up on your geography we are aren't near the airport...



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Altar Server10/08/16 08:55 AM

Reports that the FAA is allegedly going to investigate its new computer systems the ends up sending all the planes arriving at Logan Airport over Milton creating an intolerable noise and health problem with the fine particle jet fuel pollution which disperses into the lungs of Milton residents is a joke.

These bureaucratic criminals will do nothing in the long run because they will be cut off by the MassPort criminal hacks. MassPort's only concern is not public safety but how many times they can ring the MassPort cash register each time a plane lands at Logan.

MassPort would rather that some of the residents of Milton get sick and die rather than lose one landing fee at Logan.

MassPort: nothing more than organized criminal thugs.

The Attorney General should pursue the criminals thugs at MassPort under the RICO act.



• nschmans10/08/16 09:17 AM

I understand that this new navigation system, based on GPS, allows for, by its technology, narrow flight paths. But I don't understand why narrow flight paths MUST be used. Why not define a number of narrow flight paths that spread the noise out a bit, like the old days, before this system was used? Varying the paths by even a thousand yards apart (from Chelsea airspace perspective) makes a big difference, and that spread would also benefit the downstream communities (Medford, Somerville, Cambridge, etc., in this case).

I live in Chelsea, and get to experience all the wonderful flight noise shown in the map (and I know that 33R is not the primary path). When I moved to Chelsea 11 years ago, of course I knew about the noise, and it really was not too bad, because it seemed flights would vary about that main path, so different parts of Chelsea were affected. In the past couple years though, there has been a very significant increase in the noise, and now I understand it's due to this technological 'improvement'. But really, can it be soooo technically difficult to vary the paths to at least alleviate the noise? I would expect that flight noise density times population density is variable included in their computer model which determines path, but somebody decided that that variable carries less weight than other variables.



• mbaumga10/08/16 09:24 AM

Oh please! Of course we know we live near an airport and do not expect to have zero planes. We just want a fair and reasonable amount and have the burden shared by all towns in the area. Towns that were never affected are now burdened. It is the quantity and frequency of the planes that has gotten out of hand, not to mention that the planes are landing at lower heights. I have lived in my house in Milton for over 40 years. It is 8 miles from Logan. The house was built in 1941 with the neighbor houses built earlier. The situation has become intolerable during the last three years, when the concentrated flight paths were introduced. There is simply no comparison to the air traffic over our house between 2013 and the present. For over TWO WEEKS, we have had a plane landing over our house on the same path every 30-90 seconds from 5:30 am to after midnight, sometimes under 2000 feet! That is insanity. My house literally shakes. And, I don't understand why you need a rocket scientist from MIT to figure out how to disperse the flights over an area. This is what was done for years. Also, Logan is now a 24 hour airport and it is only going to get bet busier. As alnwright said in the first comment above "Other countries have solved the problem by requiring the airlines to change landing and departure practices to reduce noise over urban areas. US airlines fight against these practices because it would marginally increase their costs." My husband is from Europe and his mother lives close to an airport in Switzerland and the airlines have implemented strict landing and departure procedures to minimize the impact on residents. Everyone worked together; that's not to say it was easy, but you did not feel that it was us against them and that we were the guilty ones!!! Here, it's truly us against them and the FAA has no interest in working with communities.



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Chrissie7810/08/16 10:06 AM

It doesn't help that those in the community who aren't under the flight path scream louder that it isn't bad...



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hmmmm10010/08/16 10:55 AM

Oh wow, according to the map NO planes go over Winthrop! So, uh, what are all those lights lined up in the sky at night? And what is making my house rattle, sounding suspiciously like a plane taking off? UFOs?



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BioTurboNick10/08/16 11:35 AM

That's only one runway.



• flags10/08/16 12:07 PM

Every time this controversy comes up I don't understand why Massport doesn't just come right out and explain to people how Logan and all other airports are constrained by wind direction, wind speed and visibility when determining which runways will be used for takeoffs and landings. They try to mollify the public with what is borderline snow-job about GPS routing and other traffic pattern plans.

Before an airport is even built the first thing that is done is a study of local wind patterns and the runways are laid out accordingly.

Here in Boston east and northeast winds are the most prevalent. This why there are two side by runways oriented towards the northeast, runways 4 Right and 4 Left. Not only does the wind blow from those directions most of the time, when it does visibility is often reduced considerably. This brings up the issue of ILS [Instrument landing System] Part of the ILS is an electronic beam extending out from the runway called the localizer. Planes lock onto the localizer several miles from the runway. NE wind and low visibility reduces ATC [Air traffic Control] down to two options for arriving planes, runway 4 Right or 4 left. In both cases the approach will be over Milton/Castle Island and there is nothing ATC can do about it until there is a shift in the wind direction.