

4/20/18: For posting to Belmont CAC Webpage –

At the Massport CAC Aviation Subcommittee meeting held on Wednesday, April 18th, 2018 – Dr. John Hansman from MIT presented an update on the Block 2 work on the Massport/FAA MIT RNAV Study. Slides from the meeting will be made available and Minutes will be posted to the Massport CAC (MCAC) website one approved (www.massportcac.org).

There was an opportunity for MCAC Reps to make suggestions or provide comments on the materials presented. Below are the comments that I submitted to the Committee Chair to be shared with Dr. Hansman.

Suggestions made at the meeting for 33L departures:

1. Model several possible dispersion methods. Ideally both 3000' AGL and ATC control.
2. Compare "impact" to both current conditions and pre-RNAV conditions (see how closely new dispersion method mimics prior).
3. Check conformity to NEPA thresholds for both methods. Include tabular statistics for change in DNL and alternative metrics for all communities with overflights from new dispersion methods up to 10,000' AGL.
4. Provide flight track data files for modeled dispersion methods (KML ideally).
5. Presentation of options at meeting with 33L Municipal Working Group of elected officials and public at a location in a 33L Community.

This request below was subsequently added:

6. Can aircraft departing 33L be cleared to a higher altitude faster?

Brian Brunelle from the FAA Boston Tower said at a previous Logan CAC meeting that the pilots and airlines would love to be cleared to 14,000 ASAP. The 33L departure procedures (documented by their destination waypoint: <https://www.airnav.com/airport/KBOS>), list minimum rates of climb (500' per NM) and initial altitudes of either 3100' (HYLND, LBSTA) or 4900' (BLZZR, PATSS, REVSS, SSOXX, etc.). There are also further instructions and altitudes for some of the downstream waypoints (CAMWI, COUSY).

When listening to ATC-LIVE KBOS Departure Control (<https://www.liveatc.net/search/?icao=kbos>), pilots contact Departure Control when they are airborne and they then receive a range of altitude instructions - just in the past few hours for 33L departures I have heard 3000, 4000, hold and maintain 5000, 6000, 7000 and a few cleared to 14,000. The suggestion is - clear planes to ascend to a higher altitude faster after takeoff as part of an overall departure noise mitigation approach. This is not necessarily suggesting a change in the procedure - just a change in instructions to ATC to make an effort to clear to higher altitude faster when possible. This could benefit R27 and other runway departures as well.

Questions: how are the procedure target altitudes established? How frequently are they changed? Any insights into the decision matrix used by ATC when establishing the altitude for a specific flight would be appreciated.

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Please direct comments or questions to logancac@belmont-ma.gov