

## Hull Airport Committee, Quarterly Report

The town of Hull's Airport Committee has been tasked with pursuing solutions for the mitigation of Logan Airport noise and air pollution over the Hull peninsula. With strong public support and the advocacy of Dave Carlon, Hull's representative to the Massport Community Advisory Committee, the Airport Committee continues to work toward a quieter future for our community.

### OVERVIEW:

With the advent of NextGen (the Federal Aviation Administration's Next Generation Air Transportation System), the town of Hull has seen an increase in the number of Logan Airport arrivals and departures that negatively impact the quality of life of many residents. Hull lies beneath three heavily concentrated RNAVs (flight paths) that result in neighborhoods being overflown more than 90,000 times a year; more than any community not directly abutting Logan Airport. In addition, Hull has become Massport's primary destination for 11:00 p.m. to 6:00 a.m. overnight flights (including head-to-head operations), a situation that has prompted numerous citizens to complain about interrupted sleep, a proven health concern.

### MASSPORT-FAA JOINT PILOT STUDY:

Last year, the Federal Aviation Administration and Massport jointly sponsored a study by MIT's International Center for Air Transportation to find new methods of mitigating aircraft noise over communities in the vicinity of Logan Airport. There are two components to this study; BLOCK ONE and BLOCK TWO. Block One proposals are considered less difficult to implement and were discussed at a November 15th public meeting with Massport that saw a large Hull turnout. Block Two proposals, considered more difficult to execute, are of more concern to the Airport Committee due to their potential negative impact on our community. Below is a synopsis of the Block One and Block Two proposals as they relate to the town of Hull.

### MIT STUDY: BLOCK ONE

**Logan Departures:** Departing flights affecting Hull use runways 22R and 15R. Both tracks place Hull Village, Allerton Hill and points in-between squarely in the sound field. The MIT study proposes a quicker ascent for aircraft departing 22R and 15R and a tighter turn onto flight paths that pass over, or closer to, Boston Lighthouse.

**Logan Arrivals:** The MIT study proposes an over-the-harbor 33L arrival track that has been reconfigured from what is known as the "JetBlue Light Visual". The town of Hull endorsed the JetBlue track to cut down on the number of arriving flights that impact neighborhoods on the Runway 33L approach skirting Hull Bay. The Federal Aviation Administration has modified and given approval to a new RNAV that would guide inbound flights from the Atlantic Ocean and over Boston Lighthouse.

## MIT STUDY: BLOCK TWO

In order to take some of the load off Runway 4R arrivals (which primarily impact the town of Milton) the MIT study proposes several new flight paths for use when winds blow from the north or northeast. This is known as the “Northeast Flow” runway configuration and is currently the only configuration that spares Hull from Logan overflights. As proposed in the MIT study, aircraft on the 4R approach would avoid Milton by cutting across the Hull peninsula. Should any of these Runway 4R alternatives be enacted, our town would stand alone as the only Massachusetts community impacted by all four runway configurations, with the potential for overflights 24 hours a day, 7 days a week, 365 days a year. Block Two will be discussed at the next Massport public hearing in the spring of 2018.

## CONCLUSION:

While MIT’s Block One proposals are positive news for Hull if enacted, the Block Two proposals have the potential to reverse those gains. The Airport Committee, with the support of the Hull community and the advocacy of our Massport CAC representative, Dave Carlon, will continue monitoring Block Two and oppose the implementation of any flight paths that could negatively impact our citizens.