

Hull Airport Committee, Quarterly Report

The town of Hull's Airport Committee is tasked with pursuing solutions for the mitigation of Logan Airport noise and air pollution over the Hull peninsula.

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:

The Federal Aviation Administration and Massport have sponsored a study by MIT's International Center for Air Transportation to find solutions that will mitigate aircraft noise in communities impacted by Logan flight operations. There are two components to this study; BLOCK ONE and BLOCK TWO. 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 modified and approved a new RNAV that would guide inbound flights from the Atlantic Ocean and over Boston Lighthouse. This flight path, however, is now on hold and pending further review after safety concerns were raised by the airline industry.

MIT STUDY: BLOCK TWO

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 was scheduled for public discussion in the spring of 2018, but that date has been postponed by Massport, purportedly until later this year.

CONCLUSION:

MIT's Block One proposals have neither been implemented, nor addressed, by the FAA since the MIT report was submitted. It is expected that the agency will clarify its position on Block One by the end of 2018. While these proposals would be positive news for Hull if enacted, the Block Two proposals could reverse those gains. The Airport Committee, with the support of the Hull community and the advocacy of our Massport Community Advisory Committee representative, Dave Carlon, will continue monitoring Block Two and oppose the implementation of any flight path that would negatively impact our citizens.