

HD

Agenda # ~~11~~ 7

Ordered: That the City Manager be and hereby is requested to confer with the Police Commissioner ~~to develop~~ with the view in mind of developing a system to track repeated noise complaints.



# City of Cambridge

Consent Agenda #7

IN CITY COUNCIL

September 9, 1996

COUNCILLOR DAVIS

ORDERED: That the City Manager be and hereby is requested to confer with the Police Commissioner with the view in mind of developing a system to track repeated noise complaints.

In City Council September 9, 1996  
Adopted by the affirmative vote of nine members.  
Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

*D. Margaret Drury*  
D. Margaret Drury  
City Clerk



Massport  
Logan International Airport  
East Boston, MA 02128  
(617) 973-5500

RECEIVED  
96 AUG -8 AM 9:40  
OFFICE OF THE CITY MANAGER

August 6, 1996

Robert W. Healy  
City Manager  
City of Cambridge  
Cambridge, MA 02139

Dear Mr. Healy,

Thank you for your letter of July 15 regarding aircraft flight tracks over the North Cambridge neighborhood. As requested, we have described below aircraft operations which affect this neighborhood. It is important to note, however, that there have been no changes to departure procedures at Logan International Airport which would impact North Cambridge.

Jet aircraft operations over North Cambridge, which lies approximately 5 nautical miles from Logan, are primarily southbound departures from Runway 33L. This runway is used for jet departures when winds are northwesterly and air traffic demand is moderate to low. Typically these wind conditions exist in the Fall and Winter months. As shown in the following table, monthly utilization can vary significantly as a result of variations in wind and weather conditions. In 1995, approximately 5% of Logan's annual departures occurred on Runway 33L. This utilization rate has remained relatively stable in recent years. Historically, though, departures on R33L have been higher than recent years. During the 1980's, the percentage of Logan departures utilizing R33L ranged from 17% to 7%. During the 1990's, the utilization rate has ranged from 7% to 4%.

<b>RUNWAY 33L DEPARTURES</b>		
<b>By Month &amp; Year</b>		
<b>MONTH</b>	<b>1995</b>	<b>1996</b>
JANUARY	6%	11%
FEBRUARY	5%	9%
MARCH	3%	7%
APRIL	8%	5%
MAY	6%	3%
JUNE	1%	2%

Based on an analysis of the radar data maintained by Logan's Noise Monitoring System, southbound jets departing on Runway 33L are at about 4,000 to 6,000 ft. altitude over North Cambridge. Logan's noise restrictions permit only the quietest technology jet aircraft (Stage 3) to operate between 11 pm and 7 am local time. Nighttime jet operations are directed over the water as much as possible during the hours midnight to 6 am.

At other times, when the jet aircraft are largely over the ocean, turboprop aircraft may be over North Cambridge. These aircraft are typically between 2,500 and 5,000 ft. altitude over North Cambridge. There are no time of day restrictions on turboprop aircraft. They are kept away from the jet aircraft to provide their own, separate arrival or departure paths, as they fly more slowly. This is for safety reasons.

Helicopters normally operate at or below 2,000 ft. when flying within 10 nautical miles from Logan Airport. Helicopter activity over North Cambridge includes aircraft that do not use Logan Airport such as traffic reporters or other private corporate aircraft. The preferred route for traffic helicopters is to fly along the Charles River and over the Alewife Brook Parkway to Route 2, however, helicopter traffic is not restricted to this route. These aircraft can fly along all other points without violating airspace regulation.

Aircraft noise is particularly bothersome in the summer months when people are enjoying outdoor activity and windows are open during day and evening hours. Massport and the Federal Aviation Administration are cognizant of the noise issues associated with Logan Airport and strive to minimize and mitigate these impacts whenever possible.

I hope that we have responded comprehensively to the concerns raised by the North Cambridge community. Should you or the Stabilization Committee have additional questions, please do not hesitate to contact me at 561-1636.

Sincerely,

A handwritten signature in black ink, appearing to read 'Emilio Favorito', with a long horizontal line extending to the right.

Emilio Favorito  
Manager, Noise Abatement Office

cc: Senator Warren Tolman  
Craig A. Kelley  
Anne Kim



CITY OF CAMBRIDGE  
CAMBRIDGE, MASSACHUSETTS 02139

TEL 349-4300  
FAX 349-4307



EXECUTIVE DEPARTMENT  
ROBERT W. HEALY  
City Manager

RICHARD C. ROSSI  
Deputy City Manager

September 9, 1996

To The Honorable, The City Council:

With reference to Awaiting Report Item No. 33, regarding a report on low-flying airplanes over North Cambridge, please find attached a response from Emilio Favorito, Manager of the Noise Abatement Office of the Massachusetts Port Authority.

Very truly yours,

Robert W. Healy  
City Manager

RWH/mec  
attachment

Consent Agenda #7 CM-401

Regarding a report on low-flying  
airplanes over North Cambridge.

In City Council September 9, 1996

**PLACED ON FILE**

**ORDER ADOPTED**

9-0-0