

The Department of Housing and Urban Development (HUD) and the Federal Aviation Administration (FAA) define 65 dB DNL as the threshold of noise incompatibility with residential land uses. Therefore, Massport is required to provide data in the EIR regarding which areas of the region would experience 65 dB DNL or higher noise levels. In addition, the study contains data in response to the May 7, 1999 EOECA Certificate which requested Massport to include the 60 dB DNL contour. Currently, the 60 dB DNL noise contour is two miles from the nearest Cambridge residents. If Runway 14/32 is constructed, the 60 dB DNL noise contour will still be 1 3/4 miles from the nearest Cambridge residents.

The city's comments on the EIR will be in opposition to the construction of a new runway at Logan. Last year Massport received a total of about 6,600 complaints about noise, a very small fraction of which was from Cambridge residents. (The majority of the Cambridge complaints were about medical evacuation helicopters flying over the Charles River, which Massport does not control, as they are hospital-related.) However, from a regional perspective there are better solutions to address arrival delay and the region's projected demand for air travel than the proposed runway. Such alternatives include implementation of a demand management plan which would include higher peak landing fees; greater reliance on nearby airports such as Manchester, NH, Providence, RI and Worcester, MA; and expansion of the airport express bus system to provide service to these regional airports.

Very truly yours,

Robert W. Healy
City Manager

RWH/mec



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CITY OF CAMBRIDGE • EXECUTIVE DEPARTMENT

Robert W. Healy, City Manager Richard C. Rossi, Deputy City Manager

June 4, 2001

To The Honorable, The City Council:

In response to Awaiting Report Item No. 01-192, regarding a report on the impact that the proposed new runway at Logan Airport would have on noise and overflights in Cambridge, Assistant City Manager for Community Development Beth Rubenstein reports the following:

On March 1, 2001 the Federal Aviation Administration and the Massachusetts Port Authority issued a Supplemental Draft Environmental Impact Statement/Final Environmental Impact Report (SDEIS/FEIR) describing the impacts of the proposed Runway 14/32 and other improvements at Logan Airport. The stated purpose of the proposed runway is to solve the delay problem at Logan. In 2000, Logan was the second worst airport in the country in terms of arrival delay. According to the SDEIS/FEIR the proposed runway would virtually eliminate delays that can be controlled, particularly those occurring during northwest winds. Staff is reviewing the SDEIS/FEIR and will make comments on or before the deadline of June 7, 2001.

In addition, a city staff member is representing the city on the Citizen Advisory Committee for the Logan Airside Improvements Planning Project and attends meetings held by Communities Against Runway Expansion (CARE), a citizens advocacy committee. The Secretary of the Executive Office of Environmental Affairs will issue a decision based on comments received on the SDEIS/FEIR. FAA/Massport will be required to prepare a final EIS before a decision is issued by the federal Environmental Protection Agency.

According to Massport, in the year 2000 27.4 million passengers passed through Logan Airport. By the year 2015 the number is projected to increase to 37.4 million. Although none of the planes using the new runway 14/32 will fly over Cambridge, construction of the runway will result in more jet flights over Cambridge as Logan Airport will be able to accommodate more flights on a daily basis than is the case today.

In 1999 there were about 2,800 jet flights over Cambridge (mostly North Cambridge) flying at an altitude of about 4,000 ft. The resulting noise level on the ground averaged about 55 dB DNL (the weighted average day/night decibel level.) According to an EPA report on Protective Noise Levels, this level is equivalent to that resulting from major household appliances such as refrigerators, washing machines, and clothes dryers.



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Consent Agenda #9

Awaiting Report Item
Number 01-192, regarding
a report on the impact that
the proposed new runway
at Logan Airport would
have on noise and
overflights in Cambridge.

In City Council June 4, 2001

*Charter Right exercised
by Councillor Tormey
In City Council
June 18, 2001
Report Accepted
and*

PLACED ON FILE