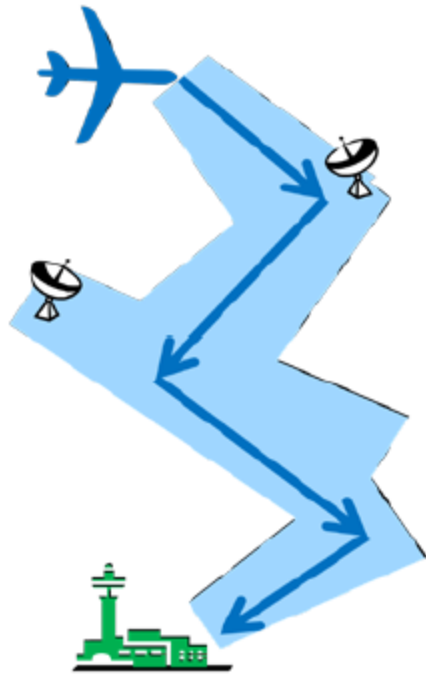
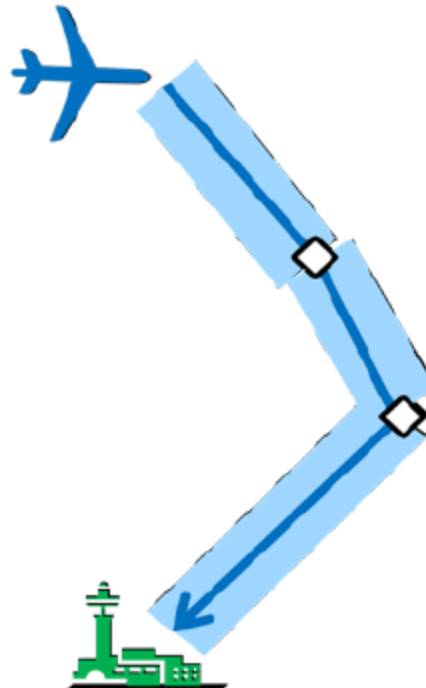


**Figure 1. Conventional, RNAV, and RNP Navigational Methods**

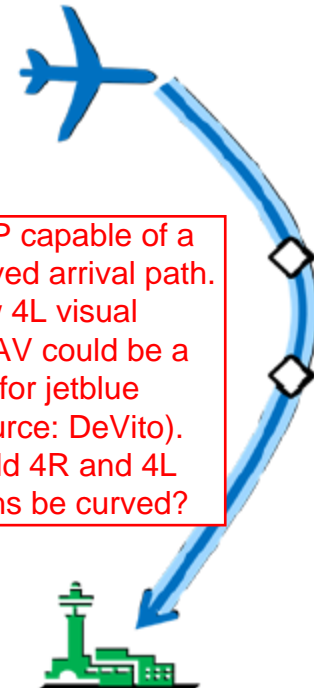
**Conventional Procedures  
(Ground-Based,  
Imprecise)**



**RNAV Procedures  
(Increased Airspace  
Efficiency)**






**RNP Procedures  
(Seamless, Optimized  
Flight Path)**



Notice the  
width of  
the blue  
possible  
flight path

RNP capable of a  
curved arrival path.  
new 4L visual  
RNAV could be a  
rnp for jetblue  
(source: DeVito).  
could 4R and 4L  
paths be curved?

-  Possible flight path – Aircraft must stay within these boundaries
-  Waypoint – Pre-established geographic point for guiding flight path
-  NAVAIDs – Ground-based navigation aid for conventional procedures

Source: OIG based on FAA data.

Source: page 4

<https://www.oig.dot.gov/sites/default/files/FAA%20PBN%20FIht%20Procedures%20Audit%20Report%5E06-17-14.pdf>

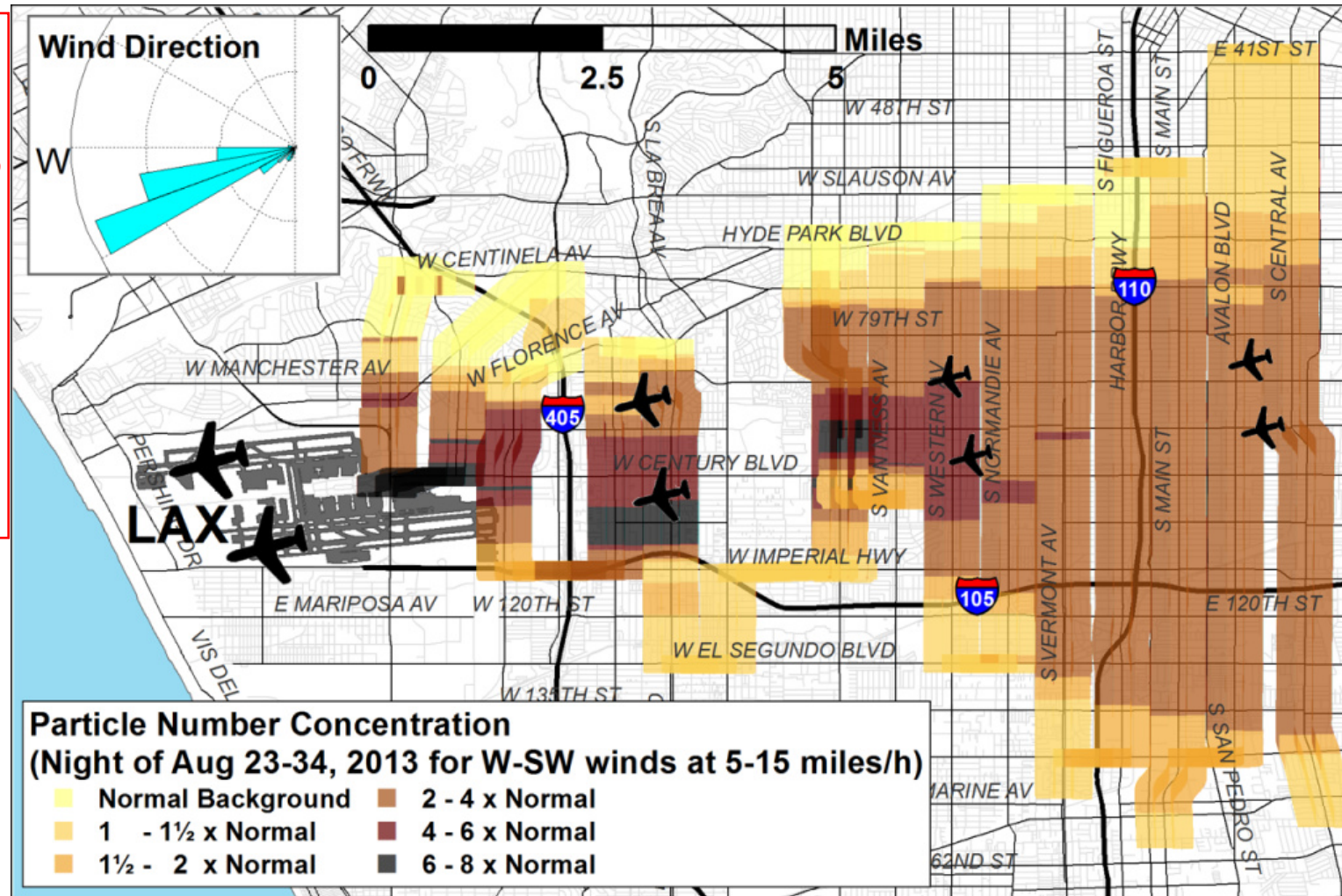
# The frequency of particulate matter (plane pollution) in the area surrounding LAX

## Most of Milton is between 5.5 – 12 miles away from Logan

LOGAN

MILTON →

Air quality and this study could be very important to Milton's attempt to get rid of some of the arrivals planes.



# Press Release – FAA To Re-Evaluate Method for Measuring Effects of Aircraft Noise

the FAA knows that DNL is not a valid measure of airplane noise disturbance. We shouldn't trust them to do a good scientific study but we could use this and the request from a large group of Congressmen to lower the critical level of dnl to 55

## For Immediate Release

May 7, 2015

Contact: Laura Brown Phone: [\(202\) 267-3883](tel:(202)267-3883); Email: [laura.j.brown@faa.gov](mailto:laura.j.brown@faa.gov)

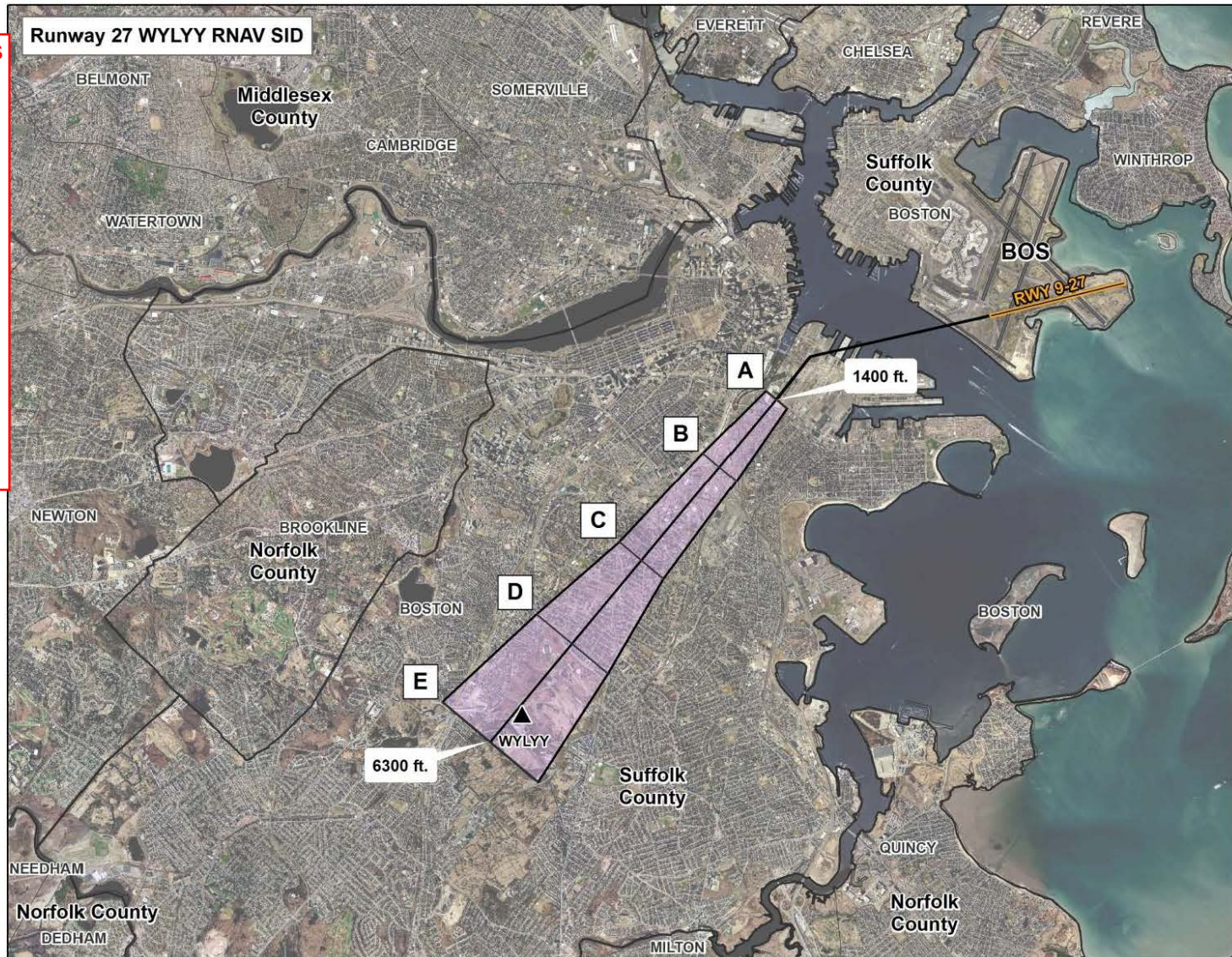
**WASHINGTON** – The U.S. Department of Transportation's Federal Aviation Administration (FAA) will soon begin work on the next step in a multi-year effort to update the scientific evidence on the relationship between aircraft noise exposure and its effects on communities around airports. "The FAA is sensitive to public concerns about aircraft noise. We understand the interest in expediting this research, and we will complete this work as quickly as possible," said FAA Administrator Michael Huerta. "This Administration takes its responsibility to be responsive to communities' concerns over air noise seriously. Our work is intended to give the public an opportunity to provide perspective and viewpoints on a very important issue."

Beginning in the next two to three months, the FAA will contact residents around selected U.S. airports through mail and telephone to survey public perceptions of aviation noise throughout the course of a year. This will be the most comprehensive study using a single noise survey ever undertaken in the United States, polling communities surrounding 20 airports nationwide. To preserve the scientific integrity of the study, the FAA cannot disclose which communities will be polled. ...

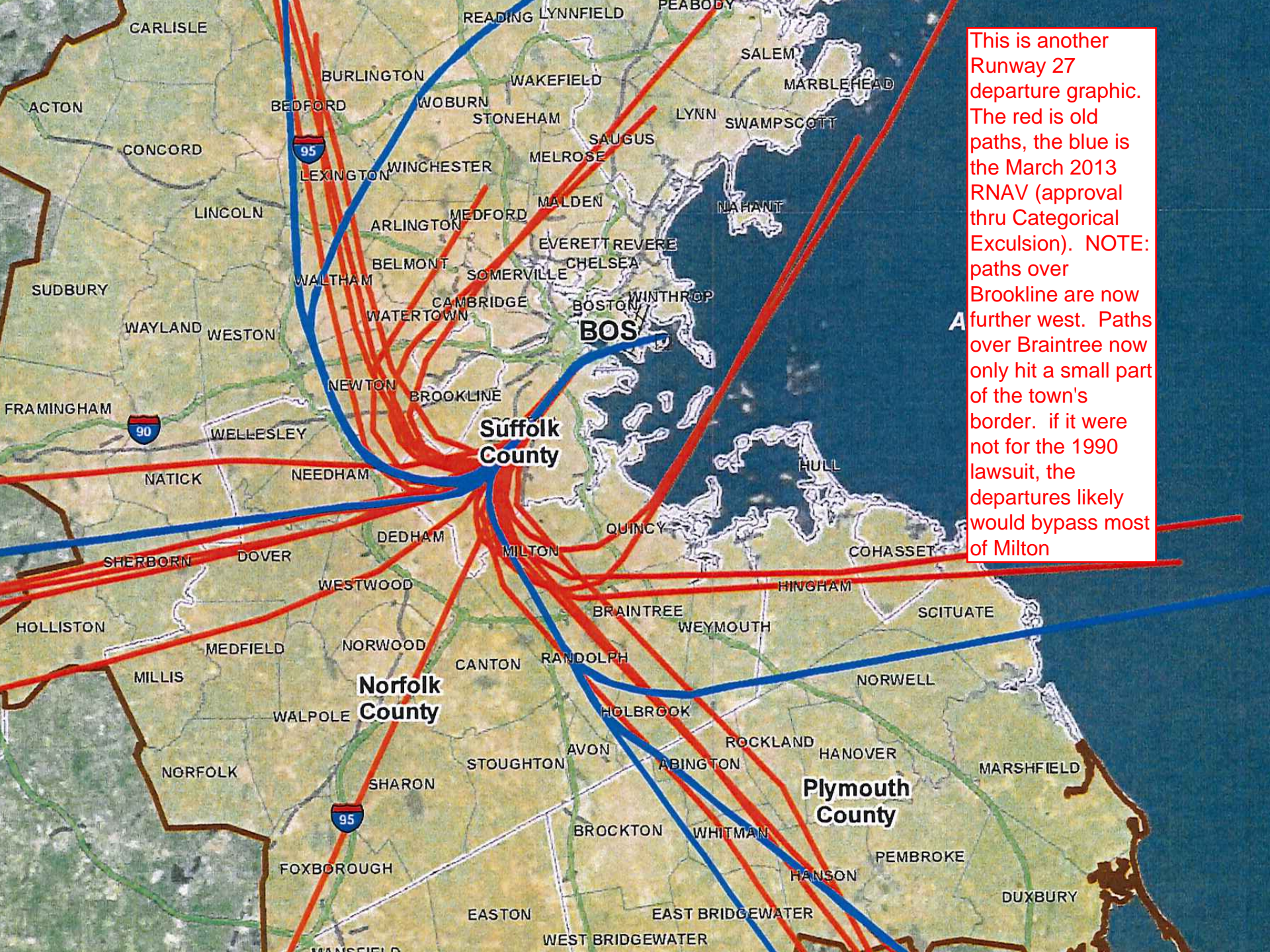


# Other Procedures – Runway 27 Departures

This graphic shows the results of the Brookline/JP lawsuit from the 1990's and the social injustice that planes that could fly due west from runway 27 which points due west, instead fly over Mattapan, Hyde Park and eventually Milton.

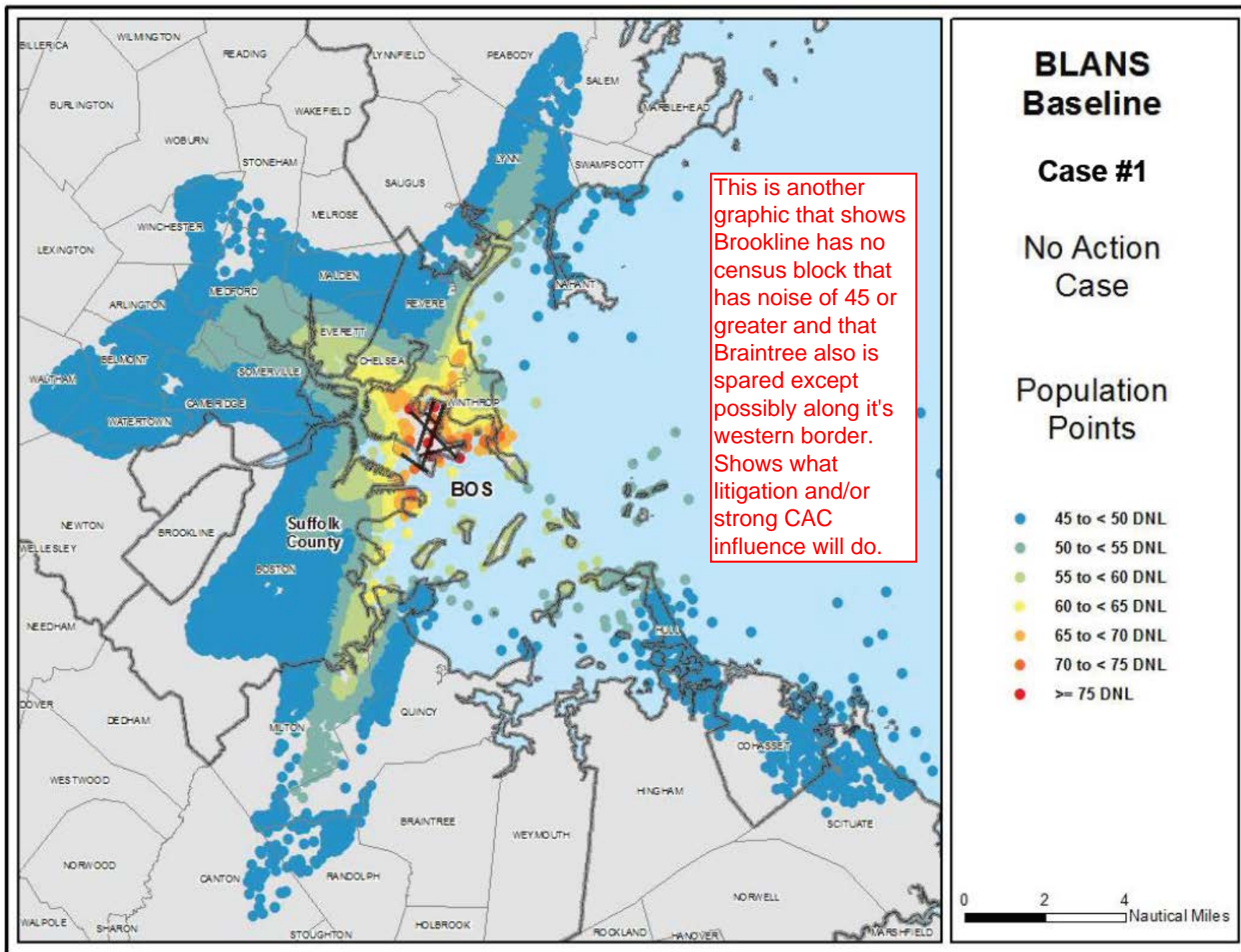






This is another Runway 27 departure graphic. The red is old paths, the blue is the March 2013 RNAV (approval thru Categorical Excursion). NOTE: paths over Brookline are now further west. Paths over Braintree now only hit a small part of the town's border. if it were not for the 1990 lawsuit, the departures likely would bypass most of Milton







# Other Procedures – Runway 33L RNAV SID

This is runway 33L departures. Note, once again, flights have moved off of Braintree and Brookline. This is the one RNAV over Belmont that has their elected officials up in arms.

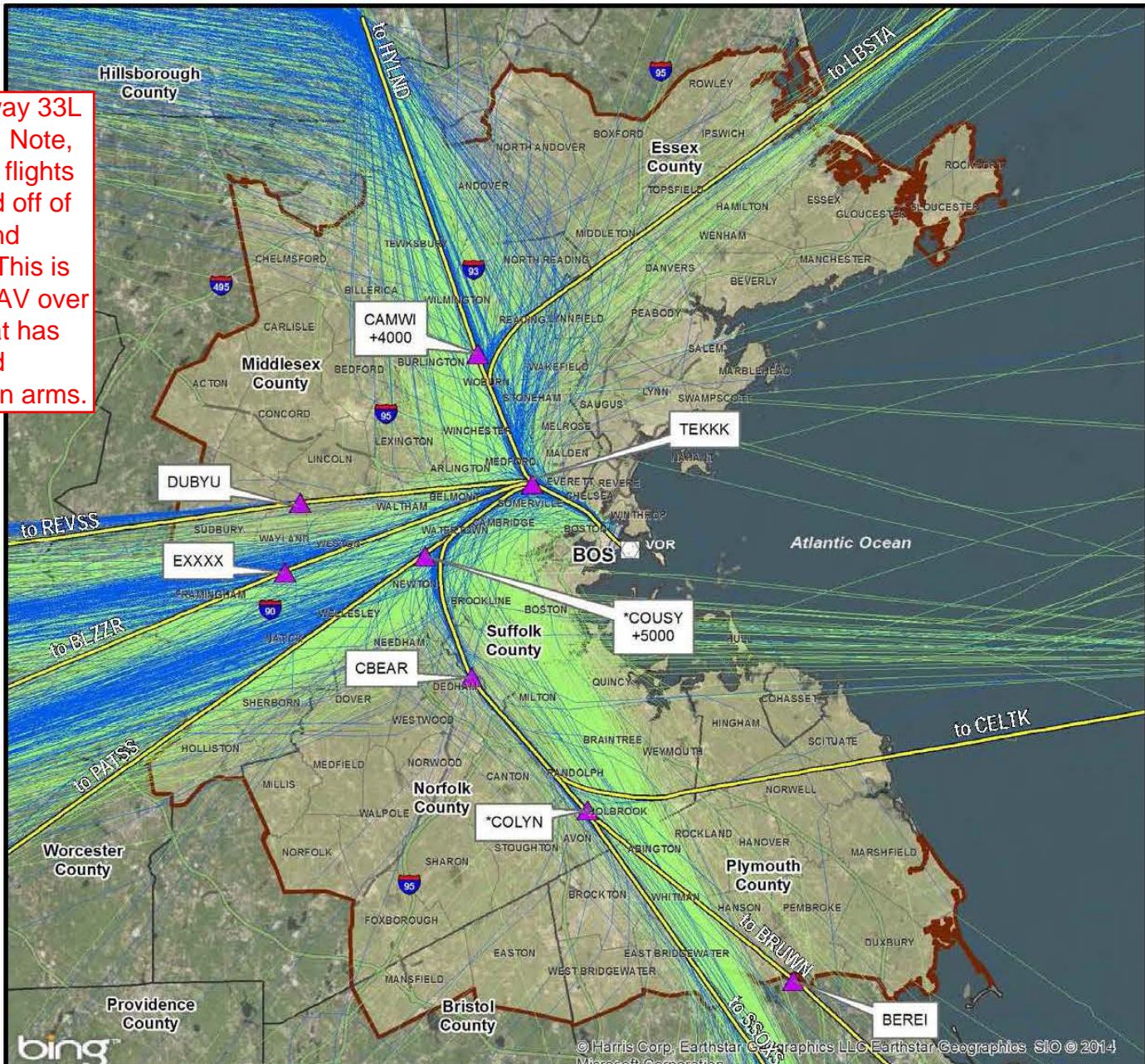


Figure 5  
Runway 33L Flight Track  
Dispersion Comparison

**LEGEND**

- Runway 33L RNAV SID Noise Model Departure Flight Track (Expected Flyability Track)
- Post Implementation RNAV Runway 33L Departures
- Pre Implementation Runway 33L Departures
- Waypoint
- Study Area
- Community within Study Area
- County Boundary
- BOS VOR/DME
- Interstate
- Highway

Note: Procedure applies to RNAV-capable Jet aircraft. Turboprop and non-RNAV capable aircraft use LOGAN SIX Conventional SID.

**Boston Logan International Airport Runway 33L RNAV SID**

0 1 2 4 Nautical Miles

Source: Radar Data: RNAV: Two representative days per month, June through December 2013  
Non RNAV: Two representative days per month between November 2012 and March 2013  
RNAV: TARGET S (FAA PBN Integration Office)  
Office of Geographic Information (MassGIS), ESRI  
The FDI VIL and COUSY waypoints suffix names in the