

**Date:** 2016 July 13  
**To:** Logan CAC Representatives  
**From:** Darryl Pomicter  
**RE:** Logan Community Advisory Committee Meeting Agenda

---

**Time:** July 14, 2016, Thursday, 6:00-9:00 PM  
(Security sign-in and escort to meeting room)  
**Place:** Logan Office Center, 1 Harborside Drive, Human Resources Training Room  
(Parking before and after building, in free open lots)  
**Call-in:** USA Toll-Free: 877-848-7030, Participant Code: 4101625  
(Massport to provide speakerphone with extension microphones  
and large-screen computer display with Internet access.)

- 6:00-6:05 Call to Order (with Quorum) Darryl Pomicter  
• Proxies (to attending Representative or Alternate, copied to President and Clerk)
- 6:05-6:10 Introductions Darryl Pomicter  
• Telephone: Chris Sandfoss, Landrum & Brown  
• Logan CAC: (New: Paul Sacksman, Ipswich, and Michael Andresino, Alternate, Milton—also, Bill Bochnak, Lynn; and John McVeigh, Randolph)  
• Massport: José Massó, Frank Iacovino, and Natalie Mohan  
• Guests (observing):
- 6:10-6:20 Public Comments (3 minutes each, depending on number)
- 6:20-6:25 Meeting Minutes Acceptance Darryl Pomicter  
• May 12, 2016, Draft May 15 [attached, no comments received yet, July 13]
- 6:25-6:30 Massport Community Advisory Committee Dave Carlon  
• Massport CAC, Meeting June 9  
• Next Meeting(s) September 8?
- 6:30-6:40 Massport General Update José Massó, Massport  
• Terminal E Renovation and Terminal E Modernization with EIR  
• Runway 4L-22R Refurbishment  
• 2015 MEPA Environmental Data Report  
• FAA Runway 4L Arrival RNAV decision—Environmental Analysis

- 6:40-7:00 Metrics/Monitoring Program Frank Iacovino and José Massó, Massport
- May Flight Tracks Report with RNAV design route, lateral and vertical, waypoints and gates, altitudes, centers/averages, and standard deviations
  - Logan CAC retired Airline Captains letter to Airline Chief Pilots Gary Banks

- 7:00-7:10 Noise Information--Reporting Darryl Pomicter and Chris Sandfoss, Landrum & Brown
1. Runway Use, Arrivals and Departures, by Runway End (Events, N)
  2. Noise Exposure and Impacts by Runway End (DNL and LWP)
  3. Noise Exposure and Impacts by Community from Runway End (DNL and LWP)
  4. All aircraft in Noise Model (jets, turboprops, and piston props)
  5. Historic Baseline: 5 years before new Runway 14-32, 2007 and since
  6. Noise Exposure and Impacts by Runway End to Communities
  7. Intruding Events (N Lmax 70dBA Day + 60dBA Night) by Runway End, by Community from Runway End, and by Runway End to Communities

- 7:10-7:25 BLANS, P3, Runway Use Program—Test 4 José Massó, Massport

- 7:25-7:30 Break before entering Executive Session (without telephone access)**
- **To discuss strategy with IC, Massport, and the FAA, to complete BLANS, Phase 3—for new Runway Use Program, including Monitoring.**

- 7:30-7:45 BLANS, P3, Runway Use Program—Tests 1 & 2 & 3 Darryl Pomicter
- Test 1, November 11, 2014-May 10, 2015. Respite. Lessen 'going to bed and waking up with aircraft noise'. Change first AM configuration from last PM configuration. Massport refuses to report specified results:
    - Runway End Use Percentages – At the end of each month, Massport to provide daily reports of runway end use percentages
    - Configuration Use Percentages – At the end of each month, Massport to provide daily reports of configuration use percentages
    - Baseline Preparation – Prior to implementation of the runway use program tests, Massport to prepare baseline noise data for comparison purposes
    - Test Period– At the end of the test period (specific dates to be determined), Massport to provide a noise analysis
  - Test 2, May 11-November 10, 2015. Respite. "To address dwell and persistence issues related to utilizing the same runways/configurations for long periods of time." Change configuration late morning, 9:30 AM, and afternoon, 2:30 PM. Massport refuses to report specified results:
    - Runway End Use Percentages – At the end of each month, Massport to provide daily reports of runway end use percentages
    - Configuration Use Percentages – At the end of each month, Massport to provide daily reports of configuration use percentages

- Baseline Preparation – Prior to implementation of the runway use program tests, Massport to prepare baseline noise data for comparison purposes
- Test Period– At the end of the test period (specific dates to be determined), Massport to provide a noise analysis
- Test 3, February-Current. Information Sharing. (No analysis by PC or IC)
  - 3A. Night (10 PM-7 AM) Operations. (And, Late Night-Early Morning Sleep (12 AM-5 AM?) Massport refuses to summarize ~50,000 rows (except Night modelled):
    - Aircraft (all) by Stage and Noise Level (and by Airline)
    - Flights by Hour (and by Aircraft by Stage and Noise Level)
    - Flights by Hour (and by Airline)
    - Flights by Airline (and by Aircraft by Stage and Noise Level)
  - 3B. Runway Use Restrictions. Noise and operational restrictions. Including source justification and process for review and possible revision.

7:45-8:15 Test 4, August-September? Darryl Pomicter

- Logan CAC April 25 Description and Daily Report revised May 13—per May 12 Motion, including:
  - CAC Test Goals**
    1. Attempt to decrease maximum consecutive days of a runway use, **Persistence.**
    2. Attempt to decrease maximum hours daily of a runway use, **Dwell.**
    3. Attempt to decrease daily maximum consecutive periods (Overnight, 00:00 - 05:59; Morning, 06:00-11:59; Afternoon, 12:00-17:59; and Evening, 18:00-23:59) of a runway use.
    4. Attempt to decrease maximum consecutive days of a runway use with use in the same period as the prior day.
  - Logan CAC revised Description and Daily Report June 6—to bridge to ATCT.
  - Massport and FAA revised Description and Daily Report June 17, including:
    - Specific Test Number 4 Goals**
      1. Reduce “excessive use of any runway” when conditions allow. Capitalize on what ATCT found possible in Tests 1 & 2. Recognize community concerns with persistent noise, given obligations for safety and efficiency. Based on daily Massport report of Runway Use, including latest 7 Days subtotals:
        - A. Change runways for AM push, Morning Period.
        - B. Consider changing runways after AM push, if able to change to a higher priority runway.
        - C. Any time operational conditions require a runway change, consider Massport Runway use sheet (see attached) to change to a higher priority.
        - D. Goal: to not use the most used runway. Priorities: from least used to most used. (Runway change: >1 hour.)
- No Persistence or Dwell. No Baseline. Peak Months dominated by Schedule load.
- FAA internal review Meetings July 12 and July 18.

8:15-8:30 Runway Use Program—September? Darryl Pomicter

8:30-8:45 Test 4 Motion, Discussion, and Vote

**8:45 Exit Executive Session/Return to Public Session**

8:45-8:50 New Business Darryl Pomicter

8:50-8:55 Next Meeting(s) Darryl Pomicter

- Special Meeting Thursday, August 11—review Test 4 and order reporting for RUP?
- Bimonthly, second Thursday, 6-9:00—September 8 (MCAC?) (and November 10)
- Project Management Team Call—?

8:55-9:00 Adjourn Darryl Pomicter