

From: Darryl Pomicter [mailto:dpomic@aol.com]

Sent: Thursday, 14 July, 2016 02:28

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Subject: RE: Logan CAC Meeting July 14 Agenda

Logan CAC Representatives,

Attached is the Agenda for our Meeting tonight, with some adjustments, including:

- José, Frank, and Natalie are attending for Massport; Flavio will be out of town.
- Chris Sandfoss is now our Landrum & Brown lead and technical resource, with support from Rob Adams and from Mark Parryman, COO. Chris has begun working the data files from Massport/HMMH, but is not yet ready to report and will participate by call-in.

- I'm proposing an additional Meeting August 11, to review and progress towards a new Runway Use Program before the end of BLANS Phase 3.

The FAA met July 12 and will meet again July 18 to consider the Massport Test 4 request. FAA has advised that Massport can request the FAA conduct tests at any time. But, unless CAC concurs, the FAA would not consider a test part of the BLANS program—not eligible for BLANS grant funding.

At this point, I think there are two primary scenarios—to be discussed at our Meeting:

Logan CAC accepts the Massport Test 4

- **FAA approves and proceeds with Test 4—nominally August-September (Runway 4L refurbishment begins September 11?)**
 - Massport provides every weekday (with one weekday delay, simple summary of Runway Use % for past seven days (with no prior period)
 - FAA ATCT attempts, when changing configurations (limited during peak months), to change with priority from least-used to most-used runway
 - Massport provides data files for IC analysis
 - Individual flight details daily—>1,000 rows.
 - Weather conditions and changes details daily
 - IC and CAC attempt to analyze and report Test results (with no prior period comparisons)
 - FAA Test success, runway changes by priority if/when changed?
 - Runway Use %?
 - Persistence?
 - Dwell?
 - Test is expected to increased complaints—particularly since during peak period
 - Blamed on Test approved by CAC
 - No positive results possible—no prior period—“It might have been worse”?
- **IC with CAC develops metrics and reporting from data files provided by Massport (2014-2007 and 2015 August?)**
 - Runway Use by Runway End
 - Operations (Arrivals and Departures)
 - Noise Exposure (DNL)
 - Noise Impacts (LWP)
 - By Community from Runway End
 - By Runway End to Communities
 - CAC continues requesting Intruding Events—denied by Massport
 - CAC requests Massport report Persistence and Dwell (with 2015 EDR, to current definition?)
- **New Runway Use Program not possible by September**
 - No 2015 Arrivals and Departures by Runway End (jets, turboprops, and piston props)
 - No 2015 EDR DNL by Runway End by Census Block and LWP (longer-term annual runway use).
 - No Persistence or Dwell (shorter-term Respite) as defined
 - No Intruding Events (supplemental metric for RNAV impacts at lower DNL)

Logan CAC does NOT accept the Massport Test 4

- **Massport, FAA, and CAC time and money are available from no Test 4**
- **IC with CAC develops metrics and reporting from data files provided by Massport (2014-2007)**
 - Runway Use by Runway End
 - Operations (Arrivals and Departures),
 - Noise Exposure (DNL)
 - Noise Impacts (LWP)
 - By Community from Runway End
 - By Runway End to Communities
 - CAC requests, with FAA support, Massport 2015 EDR data NOW—July to allow new RUP
 - Runway Use All Operations
 - DNL by Runway by Census Block
 - Persistence and Dwell
 - Current definition: 7 hours/day and 23 hours/3 days, 7 AM-midnight
 - New definition: average hours/day and days/month and/or consecutive days/month?
 - CAC request, with FAA support, Intruding Events—with resources not used for Test 4
- **New Runway Use Program agreement possible by September or later 2016**

Very clearly, this is not at all the Test 4 that the Logan CAC approved—and Massport and the FAA rejected. And, this is not at all the Test 4 revision the CAC made, trying to bridge to the FAA ATCT suggestion.

I think this Massport Test 4 is if no value—no (positive or negative) results discernible, with no prior period baseline and in peak period. I think it would increase complaints and BLANS frustration (internally and externally). I think it would not progress us, actually prevent us from progressing towards a Runway Use Program.

I think focus on relevant metrics and reporting, including prior period baseline to evaluate change—with increased support from FAA and Massport—will progress towards a Runway Use Program. Hopefully, agreement Fall 2016!

Please attend, if at all possible. If you are not able to attend, please provide you proxy authorization to someone attending to cast your vote (and copy me).

Sincerely,
Darryl

Darryl Pomicter, President
Logan Airport Community Advisory Committee

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Sent: Thursday, 07 July, 2016 20:32

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Subject: Logan CAC Meeting July 14 Agenda Draft

Logan CAC Representatives,

RE: Logan Community Advisory Committee Meeting Agenda--DRAFT
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

A very important meeting. With Test 4 as a primary item.

It doesn't seem that we will have 2/3 by email for Action By Consent before then. All are strongly urged to attend, review together, and vote—directly or by proxy.

(FAA internal meeting on July 12, 2016, to review the proposed test.)

Best regards,
Darryl

Darryl Pomicter, President
Logan Airport Community Advisory Committee

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