

FALBO, SOLARI & GOLDBERG, pa

Attorneys At Law

80 Jefferson Street
Winthrop, Massachusetts 02152-2983
Telephone
617-846-3433

JEROME E. FALBO
EDMUND J. SOLARI, JR.
RUSSELL Z. GOLDBERG
DAVID A. STASIO

5 ESSEX GREEN
PEABODY, MA 01960

Facsimile 617-846-6105

TELECOPIER TRANSMITTAL

DATE: February 17, 2009
TO: Terry English
FROM: Jerry Falbo
FAX NO: ~~603-881-1391~~ 781-238-7608
RE: "Goals and Objectives"

SPECIAL INSTRUCTIONS/COMMENTS: _____

Terry,

Attached is a copy of Jan's Goals and Objectives which was sent to all CAC members and is acceptable. Please review and have your legal department review so, if necessary, we could refer to it at the mini-meeting.

Also, my fellow team members want someone present who is able to make final decisions for Massport and F.A.A. You stated that you may have them participate by telephone. While not preferred, it is acceptable.

Regards,

Jerry

This transmission consists of 6 pages, including this cover sheet.

Should you have any difficulty with the transmission, please call Audrey at 617-846-3433.

CONFIDENTIALITY NOTE

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To: LOGAN COMMUNITY ADVISORY COMMITTEE MEMBERSHIP
From: Jon Woodward, Independent Consultant Project Manager
Date: January 15, 2009
Re: Information Regarding Goal and Objective Statements

Bernice Mader has asked me to put together some information about purpose and need statements as they might apply to the CAC's role in the BLANS project. Information provided below by the IC is intended as a sample of what the CAC might produce from its deliberations about the issues faced by the communities and hoped for resolutions to alleviate them. The statements should not be taken as recommendations, but rather as examples of local concern as seen from the IC point of view.

What are Goals and Objectives?

In lay terms, the Goals for a project are the hoped for improvement or vision of the future desired by the community and the Objectives are statements of the means for the Goals to be achieved. These differ from the formal purpose and needs statement required for EIS projects in that they help define the formal project Purpose and Need.

An EIS Purpose is a broad statement of a specific project's objectives. It is developed by the sponsoring agency (the FAA in this case), in consultation with the Community's vision. The Need is a detailed explanation of existing or forecast conditions that need to be changed or problems that need to be remedied. It is developed from critical issues that the CAC helps to identify.

Sample Problem Statements With Potential Resolutions

The Independent Consultant developed a series of problem statements that sought to identify some of the issues that had previously been identified by the CAC membership as of concern to the communities they represent. These were

distributed to the CAC membership in July 2008. The following paragraphs reiterate several of these concerns expressed at that time.

- Statement of Concern 1: No actions should be taken in Phase 2 that would degrade the benefits of noise reduction achieved by the implementation of Phase 1 actions.
- Statement of Concern 2: Communities in the BOS area have identified a lack of respite from aircraft overflights as an issue of concern. Currently, aircraft fly over some areas day after day with no relief from noise to the populations under them.
- Statement of Concern 3: Communities immediately adjacent to BOS have identified noise from aircraft ground operations as an important issue of concern. Specifically, aircraft taxi noise and long departure queues are notable problems, as are takeoff roll and reverse thrust noise from aircraft on the runways.
- Statement of Concern 4: Areas northwest of the airport have been affected by substantially increased numbers of departures on Runway 33L since the commissioning of Runway 14-32.
- Statement of Concern 5: Acceptable noise mitigation measures should avoid causing overflights below 5000' to be increased over existing communities or to be introduced in substantial numbers over new populated areas.
- Statement of Concern 6: Many people are potentially awakened by aircraft overflights during the nighttime hours (10pm to 7am).
- Statement of Concern 7: Loud aircraft events above 55 dB Lmax of interior noise can degrade quality of life issues such as conversation, use of telephone and watching television.
- Statement of Concern 8: Aircraft overflight events generating exterior noise levels of 65 dB Lmax and higher are a concern of the communities around BOS because they can interfere with the enjoyment of exterior living space. They should be reduced and/or minimized for the greatest number of persons to the extent practicable.
- Statement of Concern 9: The communities in the BOS area are concerned that cumulative aircraft noise levels (55 DNL and higher) are inequitably distributed across the population of the region. An attempt should be made to reduce to the extent practicable the number of persons within the 55 DNL contour and to distribute the cumulative noise more equitably.
- Statement of Concern 10: Those neighborhoods in the downtown area of Boston are concerned about the noise levels created by small propeller aircraft and helicopters flying below desirable minimum altitudes over the downtown area.



Goal Statement

Based on the sample problem statements indicated above, one statement that addresses some of the actions might be for the CAC to adopt a BLANS goal to:

To reduce the impact of aircraft noise over communities in the BOS area through minimizing to the extent practicable the number of persons exposed to cumulative aircraft noise, reducing aircraft noise events experienced by the most number of people possible, and more equitably distributing the aircraft noise while minimizing the areas of increased noise or newly exposed areas.

Note that the CAC may select any noise level it desires as the threshold for evaluation, but the noise protocol already prepared for the project calls for determination of the DNL contours down to 55 dB. Lesser DNL levels will be provided at 120 grid points distributed across the region. Similarly, several other projected noise measurements (Maximum Noise Level, Number of Events Above thresholds, and Time Above thresholds) will be computed at these grid points.

In each case population numbers should be associated with each grid point for areas beyond the 60 DNL contour to provide a useful estimate of population impacted. Consequently, it may be helpful to add philosophical statements that the CAC can agree on that express its position regarding the approach to noise abatement. These might include something like these:

- Reductions in cumulative noise exposure of 45 DNL and higher should be sought.
- Mitigation measures should be judged on the merits of the population effected by the measure, as well as the degree of noise change.
- Outdoor aircraft event levels of 65 dB Lmax or higher should be considered a concern.
- Indoor aircraft event levels of 55 dB Lmax or higher during the daytime or 45 dB Lmax or higher during the nighttime should be considered a concern.
- A change in cumulative DNL noise levels of negative 3 dB should be considered a worthy benefit, while an increase of positive 3 dB should be considered a concern on any areas exposed to 45 dB of DNL or more.
- A reduction in the number of events at a given threshold (say 65 dBA of Lmax) of 10% should be considered a worthy benefit, while an increase of 10% should be considered a concern.



Sample Alternatives to Respond to Needs

After definition of the goals and objectives, the usual next step is to develop alternatives for improvement that respond to each of the needs that fall within the purpose of the project. The statements below are examples of alternatives that respond to the sample statements of concern presented above. They generally fit within the context of the concepts that are already under consideration by the BOSTAC.

- Potential Resolution 1: Check all Phase 2 alternative results against selected grid points carried over from Phase 1 analysis to assure that Phase 1 improvements are not degraded by Phase 2 action.
- Potential Resolution 2: A program of runway use could be implemented, to the extent practicable, which minimizes the amount of time an area is persistently overflowed. This might be accomplished through more over-water operations.
- Potential Resolution 3: A ground operations concept should be identified that can reduce the duration of exposure to taxiway noise events, as well as their accompanying air emissions, independent of the levels of noise or emissions present during the takeoff and landing functions on the runway.
- Potential Resolution 4: A departure corridor should be developed over which to route aircraft taking off on 33L which follows compatible land uses along the Mystic River until the noise levels approximate 55 DNL.
- Potential Resolution 5: A series of routes should be identified that hold jet departures from each runway to a single departure course when over populated land areas until reaching altitudes of at least 5,000 feet above the airfield.
- Potential Resolution 6: A methodology should be identified that places nighttime traffic over water to the extent practical by minimizing the interior nighttime noise events above 45 dB of Lmax. These interior levels equate to approximately 65 Lmax, based on exterior to interior noise attenuation of 20 decibels.
- Potential Resolution 7: The number of events that exceed the interior Lmax level of 55 decibels should not be introduced into new areas of densely residential use. Conversely, the measure may be used to assess the cost and benefit between two alternative measures that effect different areas.
- Potential Resolution 8: same as above, but based on exterior noise levels of 75 dB of Lmax.
- Potential Resolution 9: A methodology should be identified that assures that the population exposed to 55 DNL is reduced by the greatest extent practicable, and increases by more than 3 DNL over any population should be

avoided to the extent practicable by implementation of any alternative measure.

- Potential Resolution 10: Seek more rigid enforcement of the minimum altitude and helicopter routing provisions already included in the Logan Tower's Orders which provide preferred helicopter routes and minimum altitudes within the Class B airspace.



ACTIVITY REPORT

TIME : 02/17/2009 12:04
 NAME : FAA AIRPORTS
 FAX : 7812387608
 TEL : 7812387607
 SER.# : BROM4J173390

NO.	DATE	TIME	FAX NO./NAME	DURATION	PAGE(S)	RESULT	COMMENT
#299	01/26	15:39	413 572 6296	49	05	NG	RX ECM
	01/26	16:01	413 572 6296	01:45	08	OK	RX ECM
	01/27	10:51	916179738889	24	02	OK	TX ECM
	01/30	13:07	617 561 1609	49	02	OK	RX ECM
	01/31	08:50		12	00	NG	RX
	01/31	08:52	6174892067	12	01	OK	RX ECM
	02/01	02:51	2066005844	22	01	OK	RX ECM
	02/02	10:47		31	02	OK	RX ECM
	02/02	10:51		31	02	OK	RX ECM
	02/02	11:31		27	03	OK	RX ECM
#300	02/02	13:47	912076684125	39	02	OK	TX ECM
	02/02	16:22	508 979 1735	03:53	14	OK	RX ECM
	02/02	16:30		00	00	NG	RX
	02/02	16:33		00	00	NG	RX
	02/02	16:34	508 979 1735	06:30	19	OK	RX ECM
	02/02	16:46	207 764 2551	01:06	02	OK	RX ECM
	02/02	16:48		00	00	NG	RX
	02/02	16:54	508 979 1735	09:40	26	OK	RX ECM
	02/02	17:04		07	00	NG	RX
	02/02	17:07		00	00	NG	RX
02/02	17:10	508 979 1735	06:36	22	OK	RX ECM	
02/02	17:17	508 979 1735	08:15	22	OK	RX ECM	
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#301	02/03	12:04	918604860062	24	03	OK	TX ECM
#302	02/03	14:04	916178876283	00	00	BUSY	TX
#303	02/04	07:09	916035389954	09:31	15	OK	TX
02/04	14:28	3	31	02	OK	RX ECM	
#304	02/04	14:52	917812387654	22	02	OK	TX ECM
	02/04	16:03	207 774 1246	40	04	OK	RX ECM
02/05	09:13	866 496 4980	14	01	OK	RX ECM	
#305	02/05	10:17	+6036694168	37	02	OK	RX ECM
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	02/05	13:44	781 255 5617	48	03	OK	RX ECM
	02/05	17:28	7812387005	32	01	OK	RX ECM
02/06	10:01		25	01	OK	RX ECM	
02/08	00:41		00	00	NG	RX	
02/09	15:56	2075940738	01:47	03	OK	RX ECM	
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	02/17	11:19		50	05	OK	RX ECM
	02/17	12:03	617+846+6105	01:27	06	OK	RX ECM

BUSY: BUSY/NO RESPONSE
 NG : POOR LINE CONDITION / OUT OF MEMORY
 CV : COVERPAGE
 POL : POLLING
 RET : RETRIEVAL
 PC : PC-FAX