

Telephone Conversation/Meeting Summary

Boston Logan Airport Noise Study Logan International Airport

DATE: 5/11/10
TIME: 4:30 p.m. EST

Telephone Conversation
 Meeting
 Other

SUBJECT: Phase 2 Bi-Weekly Project Management Call

SUMMARY PREPARED 5/11/2010

ATTENDEES (include affiliation):

Name	Affiliation
Steve Smith	PC
Jon Woodward	IC
Terry English	FAA
Flavio Leo	Massport
Sandra Kunz	CAC (Braintree)
Bob Driscoll (sitting in for J. Falbo)	Winthrop

OBSERVERS (include affiliation):

Name	Affiliation
Alan Reed	FAA
Ron Hardaway	CAC (East Boston)
Darryl Pomicter	CAC (Beacon Hill)
Wig Zamore	CAC (Somerville)

COPIES OF SUMMARY SENT TO:

Individuals	Files
Project File	
BLANS Forum	
CAC	
BOS/TAC	

I. Attendance:

Steve Smith took attendance.

II. Approval of 3/30/2010 Meeting Notes:

The 3/30/10 PMT call notes were accepted without any changes.

III Project Status Update:

- a. **Project Schedule Update** – S. Smith stated that he changed the look of the project schedule. He removed past items to condense it and make it easier to read. The recent schedule shows the present through 2011. T. English suggested that a full version showing all milestones, etc, remain available for viewing on the website. She thinks that it is important to be able to look back at all the items/milestones that have been accomplished. Although the new version will be the version sent to recipients, the entire schedule (starting from the beginning of this project) will still be viewable online.
- b. **2007 Update Noise Analysis** – S. Smith advised that PC now has the '07 contours. Wyle is finished with its portion and identified and resolved recent issues. IC is in the process

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of reviewing the grid point results and will let PC know when finished. Once completed, the report will be updated.

c. **Level 2 Process Update** –

- i. FAA Air Traffic Evaluation Team Status - The FAA Evaluation Team has completed its evaluation on the measures that can be finished and the preliminary report has been posted to the forum.
- ii. IC Noise Wall Evaluation Update – IC had nothing additional (from the last BOSTAC meeting) to report. S. Smith advised all participants that the status of the noise walls is on hold until we hear back from the CAC. In addition there are no conclusions for this noise wall or the GRE/hold pad measures, so they won't be available for discussion at the next BOS/TAC meeting. Surface space for these measures is still being identified.

- d. Future Year Planned Activity Level Flight Schedule Development – S. Smith stated that this is almost completed and that some of the documentation is being adjusted. He also said that this will be used for an operational fleet mix for noise modeling and TAAM.

Action Item: (1) S. Smith to send color copies (36) of graphics to Massport, so S. Kunz can pick them up and disseminate amongst CAC members at the upcoming meeting.

IV BOS/TAC May Meeting Agenda:

The next BOS/TAC meeting will be on May 20, 2010 from 2 PM – 6 PM at Massport. S. Smith wanted to go over the agenda for the meeting, since a draft agenda hadn't been sent prior to the call. He suggested that meeting take the following order:

Go through all measures (alphabetically) that the FAA deemed significant. All measures will be given a predetermined equal amount of time to be discussed. If it is determined that more time is necessary, then the specific measure will have to be tabled for a continued discussion at a later date. Once these are completed, the measure deemed not significant can be discussed in the same fashion. These measures will likely not need as much time as the first group. The goal is to get through Level 2 measures. If time is leftover, he may be able to discuss the '07 results. T. English said that if there isn't enough time, a web meeting can also be an option.

The PMT is okay with the above suggestions.

S. Kunz asked how many measures still need CAC evaluation. S. Smith said that there are definitely four proposed modifications, but there will likely be five.

Action Item: (1) S. Smith to send agenda to T. English and then to all participants.

V Miscellaneous:

The call agenda was completed early, so S. Smith opened up the call to observers.

D. Pomictor voiced his opinion (further detailed in the attachment) that the FAA is compromising safety for operations “efficiency” in Boston. He stated that maximum efficiency procedures are being used at all times, measures need to be evaluated, and procedures developed and implemented to reduce noise in other-than-peak periods. He also stated that the FAA Minimum Safe Altitudes are not being maintained over Downtown, Inner City Boston and that the FAA is not managing for compliance. He requested a working session meeting to work through and better define, refine the

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three proposals addressing airplanes and helicopters over Downtown Boston. He asked for focus on the basic, recorded desires of the three measures:

1. Decrease noise from small planes over the Inner Cities.
2. Decrease noise from helicopters over the Inner Cities.
3. Decrease noise from short takeoff planes over Downtown Boston.

R. Hardaway said that he feels like the FAA is only concerned about increasing capacity by rejecting F-I and that it isn't concerned about close-in neighborhoods impacted by noise. He said that the center taxiways are not being used correctly and that inefficiencies are being overlooked.

B. Driscoll stated that he feels that D. Pomicter's comments really need to be explored and they shouldn't be dismissed. He stated that these serious problems are not being addressed. He also asked why FAA is trying to increase capacity for an airport designed in the 1940s. Because this airport was built so long ago, there are many restrictions now in terms of expanding. He said that expansion cannot be accomplished without hurting (affecting) the people who live close by.

S. Kunz understands the issues that D. Pomicter brought up and agrees that these issues need to be addressed. She suggests that they be addressed at the beginning of the next BOS/TAC meeting (not at the end when most are too tired to discuss) to insure an important place in the study. She wants the FAA to really listen and understand the frustration that these issues cause. There have been times that the frustration is heard, but nothing has been done to alleviate it. She said that there has to be a way to give people some relief.

W. Zamore was curious about the new NO₂ standards and said that it may affect current standards. S. Smith stated that this will be addressed in the NEPA phase of the project.

T. English said that the Phase 1 RNAV procedures are still on schedule to be completed in November. After implementation, IC will develop a methodology of how to monitor these procedures to see how they are working.

The call was adjourned.

From: Darryl Pomicter [dpomic@ressen.net]
Sent: Tuesday, May 18, 2010 12:10 AM
To: Terry English; Sandra Kunz
Cc: BOS PMT; BOS CAC; BOS TAC; Rick Peloquin
Subject: THE FAA IS COMPROMISING SAFETY FOR OPERATIONS "EFFICIENCY" IN BOSTON
Dear Terry,

Further below summarizes my thoughts expressed on the PMT call last Tuesday, May 11. The bolded words represent my comments for the Meeting Notes.

Including the support expressed by Sandra, Bob, and Ron, I believe you understand the need to address these problems and not continue to deny their existence and any realistic possibility of improvement. The FAA's Helicopter Urban Noise Study, referenced below—which has not been acknowledged previously—supports and substantiates our claims and desires, specifically including higher altitude flight and noise-sensitive-avoiding routing, leading promotion of procedures with pilots and ATC personnel and advanced technologies allowing more precise tracking and procedures:

- **Further operational alternatives that mitigate noise should be explored.** A number of operational alternatives, proposed by the public and industry, have the potential to mitigate urban nonmilitary helicopter noise and preserve the safe and efficient flow of air traffic. In particular, the FAA found:
 - Noise reduction benefits can be achieved with higher altitude flight. With more conclusive demonstrations addressing safety, such noise mitigation approaches could be integrated within the ATC design planning in specific urban airspaces;
 - Optimal helicopter route planning to avoid noise sensitive areas will require comprehensive evaluation for each specific region of concern;
 - The promotion of noise abatement procedures should be pursued on two fronts – with helicopter pilots and air traffic control personnel. The FAA will continue training ATC personnel to increase awareness of noise abatement procedures that best mitigate noise over communities; and
 - The use of advanced technologies, such as dGPS, aids in helicopter approach and departure procedures do show to be beneficial for noise abatement operations. Preliminary dGPS/noise research sponsored by the National Rotorcraft Technology Center (NRTC)/ Rotorcraft Industry Technology Association (RITA) has indicated promising noise reductions using more precise procedures.

These are national problems which need to be addressed. By the FAA regionally and locally, as well as nationally (and internationally). It seems they are included in the FAA NextGen efforts. They must be acted upon positively for this BLANS to be successful—to reasonably abate aircraft noise over Downtown and Inner City Boston.

(I'm sorry I haven't gotten this to you more quickly; I have been preparing for the CAC meeting Wednesday and the BOSTAC meeting Thursday. And working to provide detail which is made more difficult by continuing problems finding documents on the BLANS and Massport websites (not well organized, missing, broken links, incomplete, set to not copy, etc.).

Despite very great frustration, I see some signs trying to move from long entrenched positions. I hope for your positive response before our CAC and BOSTAC meetings this week. To allow them to be more productive, moving us towards agreement on proceeding.

Sincerely,

Darryl

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THE FAA IS COMPROMISING SAFETY FOR OPERATIONS "EFFICIENCY" IN BOSTON

FAA Air Traffic Control at Boston Logan Airport is overly focused on "efficiency". Striving for minimum time for each airplane "operation". To maximize capacity, the number of airplane arrivals and departures possible (licensed pilots, not passengers). Arrivals to and departures from Boston Logan Airport, including runway, taxiway, and gate operations. And, airplanes transiting through the Boston Logan Controlled Airspace. [http://www.bostonoverflightnoisestudy.com/docs/FAA_NE_ROD_020802.pdf. From the ground to 7,000 feet and out 7.5 miles (roughly to the MA128/US Interstate 95 perimeter highway) and extending from 2,000 feet out to 10.5 miles and from 3,000 feet out to 20 miles (roughly to the US I-495 outer circumferential highway).]

Maximum efficiency procedures are being used at all times. To maximize throughput, and minimize delays. Even in non-peak periods, when maximum throughput is not necessary, maximum efficiency procedures are being maintained, encouraged and allowed. **Measures need to be evaluated and procedures developed and implemented—effectively—to reduce noise in other-than-peak periods, specifically including: off-peak, night/sleep, weekends and holidays.** Short-term efficiency can be decreased without significant impact on longer-term efficiency or overall capacity—while providing significant respite to those below.

Other relevant requirements are being ignored, not addressed, including:

- A. **FAA New England Region, Record of Decision, Airside Improvements Planning Project**, August 2, 2002, (and MEPA Section 61 Findings), Issue #34 – Single-Engine Taxi Procedures:
http://www.bostonoverflightnoisestudy.com/docs/FAA_NE_ROD_020802.pdf
- B. **FAA Regulations, Minimum Safe Altitudes:** General, CFR Title 14 – FAR Part 91, Section 91.119:
<http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=3efaad1b0a259d4e48f1150a34d1aa77&rgn=div5&view=text&node=14:2.0.1.3.10&idno=14#14:2.0.1.3.10.2.4.10>

- C. **FAA Environmental Policy:** http://www.faa.gov/regulations_policies/policy_guidance/envir_policy/, **Report to Congress: Nonmilitary Helicopter Urban Noise Study**, December, 2004:
http://www.faa.gov/regulations_policies/policy_guidance/envir_policy/media/04Nov-30-RTC.pdf
- D. **FAA NextGen:** <http://www.faa.gov/about/initiatives/nextgen/>, **NextGen Implementation Plan**, March 8, 2010:
http://www.faa.gov/about/initiatives/nextgen/media/ngip_3-2010.pdf

FAA Minimum Safe Altitudes are not being maintained over Downtown, Inner City Boston:

- A. Airplanes are less than 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet. Particularly, FAA Logan Tracon standard operating procedures, include departing Logan before the ends of runways and turning hard and climbing (loudly) from low over Downtown Boston (to speed departures and increase efficiency and capacity, at all times). And, in practice, circling over Back Bay to The Esplanade along the Charles River (for better views).
- B. Helicopters are below the normal 1,000 feet minimum over congested residential and commercial areas, with hazard to people and property on the ground.
- C. Helicopters frequently hover at insufficient altitude in the dense residential areas, if a power unit fails, to allow an emergency landing without undue hazard to people and property on the ground. They are too far from flat, hard areas of sufficient size.
- D. Helicopters are not complying with the published routes, even when specifically assigned.

FAA Logan Tracon is not managing for compliance. FAA Logan Tracon is causing, allowing, and encouraging non-compliance.

There need to be some direct working meetings on rejected measures to explain problems and goals—to refine and allow meaningful measures forward. There needs to be creative problem solving. The FAA Air Traffic Evaluation Team's FAA Operational Issues Screening Evaluation Criteria Worksheets strive to maintain the status quo, rejecting proposed measures without effectively addressing the proposed measures and the underlying problems. Without reducing noise impacts to communities—the purpose of our efforts. **These disagreements cannot be resolved at the BOSTAC meeting.** Or, by email. The just added FAA attachment on helicopters was on blank paper, undated, unsigned—finally responding to specific questions, after more than six months of chasing. The FAA requested that additional comment be reserved until this evaluation of measures. **I specifically request a working session meeting to work through and better define, refine the three proposals addressing airplanes and helicopters over Downtown Boston.** To allow them to move to Level 3.

I remind the basic, recorded desires of the three measures—for which the FAA and Massport are now denying, refusing to consider further, any realistic relief:

- A. Decrease noise from small planes over the Inner Cities.**
- B. Decrease noise from helicopters over the Inner Cities.**
- C. Decrease noise from short takeoff planes over Downtown Boston.** [Of course including All Planes, not limited to turbojets—including smaller propellers and larger jets.]