

Boston Logan Airport Noise Study (BLANS) Project Management Team Teleconference

August 26, 2016
9:30 a.m. EST

Teleconference

Facilitator:	John Williams	Note takers:	John Williams/Terry English
Attendees:	Representing	Email	
Flavio Leo	Aviation Planning and Strategy, Massport	fleo@massport.com	
Jose Masso	Director of Community Relations, Massport	jmasso@massport.com	
Terry English	FAA, Air Traffic Organization, BLANS Program Manager	terry.english@faa.gov	
Darryl Pomicter	President, Logan Airport Community Advisory Committee (LCAC), Boston- Beacon Hill	dpomic@aol.com	
Jerry Falbo	Vice President, LCAC, Winthrop	lawfsg@winthropesq.com	
Wig Zamore	Vice President, LCAC, Somerville	wigzamore@gmail.com	
Cindy Christiansen	LCAC, Milton	clcmilton@gmail.com	
Myron Kassaraba	LCAC, Belmont	myronkassaraba@gmail.com	
Irene Walczak	LCAC, Boston-Hyde Park	hydeparklogancac@gmail.com	
Maura Zlody	LCAC Advisor, City of Boston	maura.zlody@boston.gov	
Declan Boland	Massport/LCAC liaison	declan.boland@gmail.com	
Rob Adams	Independent Consultant (IC)	radams@landrum-brown.com	
Chris Sandfoss	IC	csandfoss@landrum- brown.com	
John Williams	Project Consultant (PC)	jwilliams@ricondo.com	

Discussion Points

J. Williams (JW) introduced the meeting and referred to the agenda sent in an email just before the meeting, that included a draft second amended budget and draft schedule to complete Phase 3.

T. English (TE) stated that FAA had met on August 10, 2016, regarding the status of the BLANS. FAA sent a follow up letter to MPA dated August 19, 2016 regarding the need to have a recommended runway use plan in place by September 30, 2016, or MPA would be asked to provide final grant reimbursement requests as quickly as possible to close the grant. (A copy of the letter is attached.) She said that there has been progress and the intent is to keep moving forward. W. Zamore (WZ) asked about the terms of the ROD and how that could affect the ability to pull the grant funding. TE said that the role of the FAA has been to assist in the process and that commitment has been met; she said she was not sure what MPA's position would be.

[DRAFT]

D. Pomicter (DP) said that he believes the LCAC is on track; although noise modeling information is still needed. He said that there is less than \$100,000 left for the IC and that LCAC should have a plan by the end of September. He stated that MPA had responsibilities under its MEPA Section 61 commitment. WZ said that there must be compliance with the ROD and the associated court order to replace PRAS. He asked if a runway use program could be enabled without FAA.

DP said that LCAC wants better closure on Runway Use Tests 1 and 2 and to refute MPA statements that the tests were a success. MPA is to report runway use, which has not been done. He asked if the IC could go back and calculate whether changes could be made and whether the tests were effective. FL said that they have runway use and configuration data for 2015 that could be used to assess Test 2 and that 2014 would be needed to look at Test 1. DP asked if the file could be used to calculate dwell and persistence (D&P). FL said that a file with every flight in 2015 has been posted. The file could be used to calculate D&P, as well as to calculate runway and configuration use. FL said that MPA had provided some 2014 data to the IC to use for Test 1. DP said that he would like calculations for Tests 1 and 2 and that all data for 2014 would be needed. FL said that MPA would provide the 2014 data the week of August 29.

DP suggested that \$13,000 be set aside for Test 1 analysis and \$12,000 for Test 2 analysis. He also said that there is approximately \$4,000 that was expected to be used prior to February 29 that was not billed by the IC and should be available for additional analysis. MPA authorized \$15,000 to both the PC and the IC for additional analyses, including intruding events and expanding EDR study area. I. Walczak (IW) asked about the larger study area; DP replied that the BLANS study area extends to 495 and that the 2015 baseline would cover Ipswich to the north. He said that the Runway 33L study area was smaller, but did extend beyond Belmont and Milton. It is important to include entire towns so that averages within those towns can be calculated.

M. Kassaraba (MK) asked if the EDR study area could be extended to include the entire BLANS area. FL said that the EDR is set to look at noise down to DNL 65/60 and it isn't appropriate to go out to DNL 45 as has been done for BLANS. The noise model could be run to get lower DNL values to provide to LCAC. DP said that he wants to see the EDR boundary expanded as part of the runway use program (RUP) and it is time to agree to a larger study area to at least include Milton and Belmont. FL said to keep the EDR separate from technical studies for the BLANS. DP said again that it is critical that the analysis extend further out and include Milton and Belmont.

IW in response to FAA statements that they have met the commitments of the ROD asked if LCAC funds could be used to get a legal opinion. DP said it was premature to involve legal review. J. Falbo (JF) said that LCAC doesn't have the funds. IW asked if MPA could get a legal opinion. DP said to read the ROD and discuss it and not pursue legal action at this time. He said that there have been several FAA legal opinions that are "baloney." JF said not to focus on legal opinions at this time.

JW asked if the IC was comfortable with \$13,000 and \$12,000 to complete Test 1 and Test 2 analysis, respectively. C. Sandfoss (CS) said that he believed the combined \$25,000 would be adequate. JW asked

[DRAFT]

about the \$4,000 mentioned by DP. CS said they will need to go through all invoices and compare with DP records to confirm.

NOTE: THE CALL WAS SWITCHED TO AN FAA CONFERENCE CALL NUMBER DUE TO TECHNICAL DIFFICULTIES.

DP also said to keep the money for Test 4 reserved. TE said that the BOS Tower has said there would not be a Test 4. DP said that he believes that a total of \$50,000 is currently uncommitted. TE said it would be necessary to review the budget.

DP referred to an August 23, 2016 email regarding reporting. (A copy of the email is attached.) DP said that it includes a simple runway use priority sheet that FAA and MPA are confused with. TE asked what the goals were for all of the detailed reporting. DP said to avoid the most used configurations to get a more equitable situation. He suggested using a 12-month rolling average to avoid the effects of seasonality; it would require looking at the reports to determine what column to use for making priority decisions.

There was discussion regarding the time periods to use for the calculation of D&P. TE said that the time frames could be adjusted over time.

DP said that initially, runway use percentages should be the focus for prioritizing runway use, but that could evolve over time to include level-weighted population (LWP). Other changes on the last sheet of the reporting workbook could be made over time as well. Generally move away from most used toward the least used runways. TE said that ultimately Massport would need to review the reporting based on the goals of the runway use program and identify the runway use priorities for FAA decision making. DP said they are still working on what to include in the report; noise analyses are to be completed on August 31 and then the IC will calculate LWP and other metrics and intruding events will also be calculated by the PC. For intruding events, the priority is N70 for the daytime hours + N60 for nighttime hours and then by arrivals and departures and then by runway. JW said that the intruding events analysis for N70 for daytime hours and N60 for nighttime hours would be complete by September 9, 2016.

DP said that he is working with the IC to develop the reports and reiterated that the MPA study area in the EDR is insufficient and needs to go down to DNL 45 to include up to Ipswich and down to Duxsbury.

JW suggested that the original 2015 baseline that was developed could be used in the meantime to assist in report development, etc. DP agreed that this was a good idea.

CC said that D&P hasn't been mentioned in this discussion. DP said that the IC would be calculating it from data received from MPA. FL said that 2013 and 2014 have been delivered. 2015 data are to be delivered soon and 2016 year-to-date jets-only data could be delivered. DP said that MPA has delivered three-quarters of what was asked.

DP said the next CAC meeting is scheduled for September 15, 2016, and asked MPA and FAA to attend. FL said he would reserve the training room for the meeting. Requested from MPA: FL, F. Iacovino, and J.

[DRAFT]

Masso. Requested from FAA: TE, B. Brunelle, A. Hale, TRACON representatives. TE said that FAA would be there to listen, ask questions and to provide opinions.

FL noted that Runway 4 will be closed from mid-September to mid-October for maintenance. Website and other notices will be posted. Some shoulder work will be done on 15R-33L, but the runway will remain open.

DP said that he will review flight track graphics and provide comments to MPA and will send reporting package for the September 15 meeting to the FAA.

Action Items

- ✓ MPA to provide 2014 flight data in the same format as provided for 2015.
- ✓ DP to send draft reports to CAC for September 15 meeting.
- ✓ PC to complete INM for 2015 baseline by August 31st
- ✓ PC to complete IE by September 9th
- ✓ PC and IC to review budgets.

Distribution:

16-06-0930

Meeting Attendees

c:\users\jwilliams\desktop\jcw files\client files\bos\01 - blans phase 3\01.02 - faa coordination\02 - pmt meeting materials and notes\pmt meeting

20160826\pmt_meeting_20160826_notes_v02.docx