

Date: 2016 April 13--Accepted
To: Logan CAC Representatives
From: Darryl Pomicter
RE: Logan Community Advisory Committee Meeting March 10, 2016 Minutes

Time: March 10, 2016, Thursday, 6:00-9:00 PM
Place: Logan Office Center, 1 Harborside Drive, Human Resources Training Room
Call-in: USA Toll- Free: 877-848-7030, Participant Code: 4101625
(Massport provided speakerphone with extension mics & PC with video projector.)

Present:

Officer: Darryl Pomicter, Beacon Hill, President; Wig Zamore, Somerville, Vice President
Representative: Gary Banks, Scituate; Roseanne Bongiovanni, Chelsea; David Carlon, Hull; Cindy Christiansen, Milton; Frank Ciano, Arlington; Dennis Duff, Watertown; Peter Eschauzier, Salem; Joan Falvey, Quincy ; Charles Gessner, Marblehead; and Jon Walzer, Marshfield

Alternate: Bill Deignan, Cambridge; Dwayne Desaulniers, Jamaica Plain; and Harvey Steiner, Watertown = 14 attending, quorum and votes

Proxy: Jerry Falbo, Winthrop to Pomicter; Irene Walczak, Hyde Park to Pomicter; and Myron Kassaraba, Belmont to Ciano =17 votes total

Call-In Myron Kassaraba, Belmont; (from ~7:00) Jerry Falbo, Vice President, Winthrop; Declan Boland, ex-Hingham, and John Murphy, Congressman Lynch, District Representative

Massport: Flavio Leo, Frank Iacovino, Natalie Mohan (until ~8:00), and Anthony Guerriero (until ~7:00)

Observer: Joanne Keith, Roxbury Representative, awaiting appointment letter

Darryl called the meeting to order at 6:15. Noted lack of quorum, with several messaged on the way in traffic—arrived during introductions. Attendees introduced themselves around the table. New Representatives: Peter Eschauzier, Salem; Dwayne Desaulniers, Jamaica Plain Alternate; and Roseanne Bongiovanni, Chelsea attending their first LCAC meeting. Also, Joanne Keith, Roxbury, awaiting appointment. Called-In identified themselves. And, Proxies were stated.

Darryl thanked Massport for attending again—including Anthony with José out-of-town—and the importance of continuing the discussions in person.

Darryl advised that the Massport CAC at meeting January 28 approved By-Laws, elected Officers and At-Large Members to Executive Committee, and appointed John Nucci, (East) Boston, to be a member of the Massport Board.

Dave (just arriving) advised Executive Committee: Dave Carlon, Hull, Chairperson; Jerry Falbo, Winthrop; Vice Chairperson, Maura Zlody, Boston, Secretary; Myron Kassaraba, Belmont, Treasurer; and Pam Hill, Concord; Neil Wishinsky, Brookline; and Wig Zamore, Somerville, Members At-Large. The Executive Committee has met, and is continuing development.

Darryl advised attending Massport Board Meeting, February 25, without making Public Comment, in support of John Nucci at his first Massport Board Meeting.

Dave advised Massport Chairman Michael Angelini, during and after the Board Meeting, and Tom Glynn, CEO, meeting with John and Dave afterwards, responded positively, hoping for increased collaboration and transparency.

MOTION made by Gary Banks and seconded by Dennis Duff to Accept Minutes of Meeting November 12, 2015 and Minutes of Meeting January 14, 2016, including small corrections noted. No discussion. Approved unanimously.

Darryl noted the Logan CAC acceptance of BLANS Phase 3, Scope and Schedule and Budget Revisions, Option 6 by email Action By Consent, February 24, 2016.

Darryl noted a comment in the approval process that the CAC should not remove any of the conditions required by the Record of Decision; and he stated that it had not, would not, and could not. The FAA Record of Decision is a legal decision which the Logan CAC, Massport, and the FAA have no authority to change—certainly not within BLANS.

Darryl noted that next steps are Massport (with HMMH and L&B) fulfilling the Logan CAC noise information requests for Runway Use, Noise Exposure, Noise Impacts, and Historic Baseline; Massport (Noise Abatement Office) developing Flight Tracks reporting; and PC & IC developing Test 4 protocol for CAC definition. All for Logan CAC review and acceptance.

In updating, Flavio noted that Massport is proceeding on the Terminal E Modernization Project with an Environmental Impact Review as determined by Mass Energy and Environmental Affairs. The project is intended to add 5-7 Gates, extend to connect with the MBTA Blue Line Airport Station, and include a “people mover” from the MBTA Airport station, which could later be extended to other Terminals. The Terminal E Renovation Project is under construction with 3 existing Gates and hold-rooms upgraded and airfield improvements to accommodate longer and wider, larger capacity aircraft—initially double-deck Airbus A380 and Boeing 747-8 (with less noise/seat).

Flavio presented Massport Flight Tracks graphics in development: January, 2/9, draft 1.0, and February, 3/7, draft 2.0. There was great interest and positive response, with questions. The current request list covers most of the questions: Vertical Profiles as well as Lateral, RNAVs for Arrivals as well as Departures, Waypoints Altitude, Range of Altitude at Waypoints, Gates Width and %, Colors, Prior Year and Pre-RNAV comparisons. With some additional: Map Scale, Route Splits & Localizer Waypoints %, Lowest Tracks detail.

Gary (retired AA pilot) asked: Why and who lower than Waypoints absolute minimum Altitude? Flavio affirmed that Massport intention is regular reporting, with format being refined for agreement.

Darryl for all thanked Flavio, Frank, and Natalie for these Flight Tracks efforts.

Joanne Keith asked if her Apple phone application advising offending flights over Roxbury at 7,000ft was accurate?

Frank advised likely less than half that. Likely RW 27 Departures under 3,000ft; which others agreed. He advised checking online with Flight Monitor and filing Noise Complaint. With Flavio prompting, Joanne gave Frank specific day and time to check and advise.

Darryl reviewed intended Test 4:

- With basic Goal: More Equitable Distribution of Noise Impacts and Decreased Noise Impacts Overall
- Test better balance between RWY 27 Dep and RWY 33L Dep—which shifted with new RWY 14-32, and each has ranged over the years. Balancing total Runway End Noise Impacts with jet Departures.
- Test decrease RWY-4R Arr—which has been primary, greatest use of all for many years. Decreasing total Runway End Noise Impacts with jet Arrivals—current Target 5% less than Baseline.
- Test metrics for evaluation of Test change compared to Baselines: Historic and Prior Year(s)—by Runway End:
 - Runways
 - Arrivals and Departures, all aircraft
 - Events (N), number and percentage
 - Day, Night, and Total
 - First AM, pre and/or post afternoon/evening Peak, and last PM—including hours
 - Annual/Test Period, Month, and Week
 - Noise Exposure, Day-Night Average Sound Level (DNL), Contours and Population within
 - Noise Impacts, Level-Weighted Population (LWP)
 - Intruding Events (N Lmax 70dBA Day + 60 dBA Night), Contours and Population within
- Monthly Arrivals and Departures Operations and Flight Tracks reports and reviews during Test with Massport, FAA Tower and Tracon, and Logan CAC.

Discussion included, all Operations and Population weighting must be included to determine balance. Importance of balancing first AM, afternoon/evening Peak, and last PM by Runway End—more than Runway Configuration, which often impacts a same Runway End.

What would BOS Noise Exposure Contours look like with equal Arrivals and Departures by Runway End? What would Arrivals and Departures % be by Runway End and Noise Exposure Contours for equal Noise Impacts by Runway End? For equal Intruding Events by Runway End? What is “Noiseprint” Noise Exposure Contours and Population, Noise Impacts, and Intruding Events Contours and Population for 150,000/6 = 25,000 Arrivals and for 25,000 Departures and for Total 50,000 by each Runway End?

Noise information from Massport (now agreed, Option 6) required before approving Test 4:

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

Test longer than 3 months desired to decrease seasonality and annual variance—only might be possible with sooner agreement, training, and start.

Logan CAC consensus was expressed, without disagreement, to develop Test 4 Protocol for review by Logan CAC, including Noise Information, for approval. Additional Logan CAC Meeting, agreed to expedite approval—Wednesday, April 13,.

Peter (retired AA pilot) encouraged FAA Boston Tower and Tracon participate to aid understanding, agreement, and execution. Darryl agreed, and thought possible—particularly Brian Brunelle has communicated well with Logan CAC.

Darryl briefly noted need for Massport to edit the data file for Test 1 and for Test 2 to include the specified Runway End Use Percentages and Configuration Use Percentages by hours daily and by days during each month and Totals for the Test Period. And, to separate and summarize reasons for No Change: Wind, Physical Availability, and Schedule Load. Including Totals for the Test Period. That this should show much more clearly some understandable results from each Test. Cindy affirmed the need and importance.

Darryl noted Flavio's pre-meeting verbal response that the time (undesigned) in the data files is Zulu Time = GMT = EST-5. So, Test 2 Runway Configuration changes were morning and afternoon, not afternoon and evening as questioned.

For additional Community efforts, Dave noted Hull trying to get Massport to get the RWY 33L Arr RNAV Visual—more over water, further from Hull (developed by JetBlue (in 2012-2013, test started March 1, 2014, and approved since 2015)—used more: JetBlue, Spirit, and others. Flavio is to work with the airlines.

Cindy noted working with Wig on aviation air pollution impacts. Invited all to BOS Fair Skies organized Wig Zamore presentation and discussion on air traffic air pollution impacts at the Milton Public Library, March 31, Thursday, 7 PM.

Myron noted RW 33L Departure Municipal Working Group and Boston West Fair Skies (Belmont, Arlington, Watertown, and Cambridge) continuing to analyze data from Massport.

Darryl noted the next, additional Logan CAC meeting scheduled for Wednesday, April 13, 6-9 PM—with FAA and Massport, to review and approve Test 4. And, intended bimonthly, normally second Thursday is May 12 Annual Meeting and July 14.
Darryl noted Project Management Team teleconference March 15, Tuesday, 2-3.

MOTION to adjourn was moved, seconded, and (without discussion) approved unanimously at 9:00 PM.