

Date: 2016 May 5
To: Logan CAC Representatives
From: Darryl Pomicter
RE: Logan Community Advisory Committee Meeting April 13, 2016 Minutes

Time: April 13, 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; Jerry Falbo, Winthrop, Vice President; Wig Zamore, Somerville, Vice President (late); and Ralph Dormitzer, Cohasset, Treasurer and Clerk

Representative: Gary Banks, Scituate; David Carlon, Hull; Frank Ciano, Arlington; Joan Falvey, Quincy; Charles Gessner, Marblehead, Myron Kassaraba, Belmont; Joanne Keith, Roxbury; Paul Meleedy, Lakeville; Irene Walczak, Hyde Park

Alternate: Bill Deignan, Cambridge; and Dwayne Desaulniers, Jamaica Plain (late) = 15 attending, quorum and votes

Proxy: Cindy Christiansen, Milton to Pomicter; and Dennis Duff, Watertown to Kassaraba = 17 votes total

Call-In John Stewart, South End; Chris Marchi, East Boston (late), Maura Zlody, Boston; and Terry English, FAA

Massport: Flavio Leo, Frank Iacovino, Natalie Mohan, Declan Boland, and José Massó (late)

FAA: Brian Brunelle and Andy Hale, BOS ATCT. And, Terry English, called-in.

Observer: Michael Andresino, Milton; and Tim Wills, South Boston

Darryl called the meeting to order at 6:15. Noted lack of quorum, with several emailed on the way—arrived during introductions. Attendees introduced themselves around the table. New Representative: Joanne Keith, Roxbury (attended March Meeting, awaiting appointment). Called-In each identified themselves. And, Proxies were stated.

Darryl thanked Massport for attending again, noting the importance of continuing discussions in person. Darryl welcomed FAA BOS ATC, noting the importance of direct discussions to improve understanding.

MOTION made by Jerry Falbo and seconded: To accept LCAC Meeting March 10, 2016 Minutes—Draft March 27, with no comments received. No discussion. Approved unanimously.

Darryl updated on BLANS Phase 3, Scope and Schedule and Budget Revisions, Option 6, approved by LCAC February 24:

- Finalizing LCAC Amendments to Agreement with Massport and Agreement with L&B.
- L&B suspended work December 2015, with non-payment since January 2015.

Dave Carlon updated on Massport Community Advisory Committee:

- Massport CAC Orientation Training, Saturday, May 7, with presentations and tours by Massport.
- Executive Committee Meetings developing operating structure; Mission, Strategy, and Goals; subcommittees; website; etc. <https://www.massport.com/in-the-community/community-relations-and-government-affairs/community-relations-notice/>.
- General Meetings intended quarterly, next in June.

Darryl updated that BOS ATCT was positive on Logan CAC visits to FAA BOS Tower. Brian Brunelle recommended several hours during peak period—7-9 or 4-6. Darryl to email contact list of interest expressed for Brian scheduling, probably two at a time.

Darryl advised on Massport Board Meeting, March 24, 2016 (attending without comment):

- “It’s Not Noise, It’s Persistence!” Tom Glynn, CEO.
- John Hansman, MIT AeroAstro now researching for Massport [RNAV impacts].
- Declan Boland, ex-LCAC, Hingham [and ex-MCAC?] now Massport intermediary.
- Noise Presentations, cc LCAC, now Mass Public Records Law request & response.

Flavio advised that LCAC should view increased Massport attention to and investment in noise issues positively.

Flavio Leo updated on Massport efforts with noise issues other than BLANS:

- Terminal E Modernization—MEPA ENF-EIR and NEPA EA.
- Terminal E Renovation—under construction (for Airbus 380 and Boeing 747-8).
- RW 33L Arrival Light Visual—Massport encouraging airlines.
- RW 4L-22R Rehabilitation—closure 4 weeks, mid-September-mid-October.
- RW 4L Arrival RNAV Visual. Terry English advised awaiting FAA decision on Environmental Review, including responses to Initial Environmental Review Public Comments. Could be Finding of No Significant Impact and a Category Exclusion to implement. Or, could require Draft Environmental Impact Statement, Public Comment, Final Environmental Impact Statement, and Record of Decision.

José Massó added his and Massport appreciation for LCAC Representatives significant personal efforts for their Communiites.

Flavio Leo presented the Noise Metrics for Monitoring Program development with much discussion:

- Flight Tracks (February) with RNAV Design Graphics not yet including requested vertical profiles. And, all waypoints and gates with altitude, centers/averages, range, and standard deviation. And, same scale and at least 2/3 Route 128 for orientation.
- Why so many below minimums—how to get higher?

Brian Brunelle and Andy Hale advised

- Many flight tracks lower than Waypoint Minimum are Visual, not RNAV, not required to be higher.
- Many Arrivals flight tracks intercepting glideslope before Waypoint are filling gaps in approach lineup, increasing Efficiency and saving distance time, fuel, noise. And, increasing dispersion.
- Responding to Ralph’s criticism of Phase 1 implementations, Departures south shoreline crossings increased to current 12-14,000ft from previous 6-8,000ft.

- And, dispersion in south Coast shoreline crossings is normal, particularly with Turn Before HEWMO Waypoint (not at or through Waypoint).
- Dispersion of RNAV flights at south shoreline crossings is considered positive, to disperse RNAV concentrations.

Other LCAC, Myron and Irene, expressed their desire for Dispersion and >10-12,000ft Altitude.

With extended discussion on Flight Tracks, Darryl updated quickly on Massport providing Noise Information:

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

Darryl emailed April 5 Arrivals and Departures Historic Baseline 2002-2014 spreadsheet with Summary, multi-year averages, and formatting. Awaiting Massport update with 2015.

Flavio emailed April 12 Noise Exposure and Noise Impacts by Communities spreadsheet.

[Darryl emailed May 2 Noise Exposure and Noise Impacts by Communities spreadsheet, adding 2014-2014 side-by-side with change, requesting several clarifications for comparisons between Communities.]

Flavio advised HMMH working to provide Noise Exposure and Impacts by Runway End and By Community from Runway End. [Emailed DNL data by (16,000) Census Block and Runway (with no totals) April 26 for 2014, May 2 for 2013, and May 5 for 2012—for IC formatting and analysis.]

Darryl quickly reviewed BLANS, P3, Runway Use Program—Test 1, Test 2, and Test 3:

Test 1, completed May 10. Respite, change first AM configuration from last PM configuration.

Massport to edit file to evaluate, and then IC to Report:

- ~20% M1, 13% M2, 11% M3, 25% M4, and 31% No Change?
- Add Totals (and check totals and reconcile errors)
- Add Summary: Runway Configuration Use: first AM and last PM
- Add Columns and Summary: No Change Reasons: Weather, Availability, Volume

Test 2, completed Nov 10. Respite, change configuration late morning (9:30 AM) and afternoon (2:30 PM). Massport to edit file to evaluate, and then IC to Report:

- **0% Late Morning?**, ~49% Afternoon (~14:00), and **~24% Evening (~19:00)?**
- Add Totals (and check totals and reconcile errors)
- Add Summary: Runway Configuration Use: Morning, Afternoon, and Evening
- Add Columns and Summary: No Change Reasons: Weather, Availability, Volume

Test 3, Information Sharing, Current. (No Operations Test.)

Test 3A. Night (10 PM-7 AM) Noise Impacts. (And, Late Night-Early Morning Sleep (12 AM-5 AM?) Massport to edit January 29 file with 47,000 rows annual and 700 rows daily summary for evaluation, and then IC to analyze and Report:

- Add Summary: Aircraft (all) by Stage and Noise Level (and by Airline)
- Add Summary: Flights by Hour (and by Aircraft by Stage and Noise Level)
- Add Summary: Flights by Hour (and by Airline)
- Add Summary: Flights by Airline (and by Aircraft by Stage and Noise Level)

Test 3B. Runway Use Restrictions. Including source justification and process for review and possible revision. Terry English advised awaiting completion of review, including FAA legal.

[Following earlier draft versions and Darryl March 9 email to focus on the <10 BOS runway use restrictions, April 4 email to include No Early Turns restriction eliminated October 2007 without environmental review or Public notice, April 10 email to quote explicitly from the documents, and April 12 email to include the No Early Turns non-Public elimination (and for original Rules and Regulation for Logan International Airport (1976?) referenced in 740 CMR 24.00).]

Darryl reviewed proposed Test 4, May 15-July 30? More Equitable Distribution by Runway End:
Test 4A. Better balance shift by Runway End since RW 14-32: R33L Dep & R27 Dep (without increasing seasonal total and within range of each from Historic and Recent Years Baselines)
Test 4B. Decrease greatest Runway Use by Runway End: Runways R4R/L Arr (from seasonal total and from Historic and Recent Years Baselines)
Test 4C. Evaluate Metrics and Reporting by Runway End—for ongoing Monitoring Program—Historic and Recent Baselines and Test:

- Basic Goal: More equitable distribution of noise impacts and decreased noise impacts overall
- Arrivals and Departures Operations, Events (N):
 - Day, Night, and Total
 - first AM, evening post-Peak, and last PM
 - Annual/Test Period, Month, and Week
- Respite: Dwell (Hours/Day) and Persistence (Consecutive Days and Hours)
- Noise Exposure: Day-Night Average Sound Level (DNL dBA) (Contours and Population within)
- Noise Impacts: Level-Weighted Population (LWP)
- Intruding Events: N Lmax 70dBA Day + Lmax 60dBA Night (Contours and Population within)
- All aircraft (in the Noise Model); Arrivals & Departures
- Report weekly and meet monthly to review

After brief preliminary discussion, FAA and Massport departed—with thankful applause for their participation.

There was broad, lively, and heated LCAC discussion. Improved reporting is greatly appreciated and desired. Some considered Test 1 and Test 2 success; others felt Test 1 and Test 2 disaster—with no results clear, awaiting agreed Massport reporting on Runway Use. Some desire “rotational” use; others don’t understand what that means or how it can be implemented consistently and enforced. Many wanted emphasis on Respite, shorter term relief.

Some wanted no statement of Runway Use balance, longer term relief. Some responded no inclusion of Runway Use balance could lead to greater Respite—day-to-day periodic use balance, but worse, increased Runway Use imbalance over annual, longer-term. Some argued against repeating PRAS failure to ever attain Runway End Use % Goals; others argued that incremental improvement from current actual is not the same—recommended by FAA ATCT—attainable, continuous improvement. And, needed to avoid deterioration.

Some want no consideration of current restrictions. Others feel current restrictions are old deals under prior conditions, which restrict current operations and potential operations inequitably—and should be reconsidered. Some are absolutely opposed to a Test 4 eliminating RW 14-32 Wind Restriction. Others note intended in ROD to prevent shift in Runway Use (which happened) before agreement (now) to supersede PRAS. Others believe (as FAA ATCT advises) it is

necessary for Runway Configuration capacity to alternate Mornings (and then Afternoons and/or Evenings) for Respite.

There was desire to agree. But, no specific proposal. No consensus. No Motion. No Vote. No clear direction for proposal to vote.

Michael Andresino, Milton Airport Noise Advisory Committee, commented briefly on need for noise improvement and difficulty reaching agreement.

Tim Wills, South Boston, commented briefly on need for lessening of RNAV impacts and Runway 27 Departures (over his home) not flying the route specified in FAA Record of Decision.

Darryl reminded next Meeting(s)

- Bimonthly, second Thursday, 6-9:00—May 12 Annual Election (July 14 , Sept 8)
- Project Management Team Call—April 19.

After some departed, and brief individual comments, MOTION to adjourn was moved and seconded. No discussion. Approved unanimously at 9:10.