

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

March 15, 2016

11:00 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	
Terry English	FAA, Air Traffic Organization, BLANS Program Manager	terry.english@faa.gov	
Gail Lattrell	FAA, Airports Division	gail.lattrell@faa.gov	
Darryl Pomicter	President, Logan Airport Community Advisory Committee (CAC)	dpomic@aol.com	
Wig Zamore	Vice President, Logan CAC	wigzamore@gmail.com	
Rob Adams	Independent Consultant (IC)	radams@landrum-brown.com	
John Williams	Project Consultant (PC)	jwilliams@ricondo.com	

Discussion Points

The following agenda was circulated prior to the meeting:

- Purpose / Attendance
- Status of the following:
 - Contract
 - Test 3 data sharing
 - Test 4
- Qs and As

Prior to officially opening the meeting, D Pomicter (DP) said that he understood that the times reported in the Runway Use Test #2 data are in Zulu time and that the test was conducted as planned. He also said that although he had not received an email that the PMT Notes for November 2, 2015, had been posted, he located them on the project website.

Contract Status

J Williams (JW) summarized the status of the contracts and said that the appropriate contract amounts for the PC and IC had been forwarded to Massport for amending the contracts. F Leo (FL) said that he would move the contracts through as quickly as possible, but due diligence had to be completed and that the PC and IC should be working anyway.

R Adams (RA) said that, because of the amounts of outstanding invoices and balances that had not yet been invoiced, the IC would not be to begin until the contract amendments were completed and signed. FL said that it could take up to a month to complete the process, but hoped to get it done faster. IC is

owed approximately \$80,000 on invoices dating back to April 2015 and will submit an invoice to cover the period through February 29, 2016.

DP asked how the delay had happened. G Lattrell (GL) said that at the end of Phase 2, Phase 3 was scoped and the funds remaining from Phase 2 that were not spent more than covered the original scope and budget for Phase 3. However, the PC and IC contract amounts were not modified to reflect the split of funds. FL said that during the November 11, 2015, PMT call it was agreed to wait until Phase 3 was re-scoped and to do one contract change for the PC contract and the Massport contract with CAC and then the CAC contract with the IC.

FL said that the critical path is to get Runway Use Test #4 defined and that he felt that the CAC had enough information to do so. DP said that they need the requested information to define the test and asked how the description could be crafted given that the IC is not under contract.

FL said that as he recalled there are 3 areas to consider in the test: A balance between Runway 27 and Runway 33L departures (data show the there was a change in the use of Runways 27 and 33L after Runway 14-32 opened); a reduction in Runway 4R arrivals; and more of a balance between Runway 27 and Runway 33L departure in both the morning and afternoon. DP said that the idea is to balance the noise exposure impacts from Runway 27 departures and Runway 33L departures; and to see if the predominant use of Runway 27 in the morning and Runway 33L in the afternoon could be balanced. DP said that they need noise exposure and noise-level weighted population information to determine what the split should be and that the intent is to provide FAA with simple runway use goals. JW was asked to draft the test description. R Adams (RA) said he would forward the runway use test description template to JW.

W Zamore (WZ) said that he was concerned with how the necessary runway balance would be estimated, given that decibels are measured in the logarithmic scale. DP said that intruding events should also be considered. FL said that we need to work with the FAA to see what they can do to effect changes. DP said that the tests would be compared against baselines to get confirmation on the runway use program and on metrics.

DP said that the data file with night flights sent from Massport included 50,000 operations. He said the files should be summarized and should identify the noisy aircraft and who is operating them. TE said that such information was not needed for the Test 4 definition. FL said that he wanted to keep HMMH focused on data needed for Test 4.

DP said the data for Test 1 and Test 2 needed to include runway end use and configuration use all in one file as he had requested in an earlier email. FL said he had asked F Iacovino (FI) to put together more data. FL said he would ask FI about the timing of the information. DP said that the runway use and configuration information could potentially help in the definition of Test 4, as well as to resolve concerns related to Tests 1 and 2.

DP said that he wants to have Test #4 defined in time for the April 13 CAC meeting so they could discuss and approve the Test. He also requested that B Brunelle (BB) attend the meeting to help in descriptions of the test and what FAA can and cannot do. TE said that we would need to talk more the BOS Tower

staff regarding what they would need for the test and what input they might have. She also said that the CAC officers need to be prepared at that meeting to say that the test is what they feel is appropriate.

DP said that we should schedule another PMT meeting to review and discuss the Test 4 description. It was decided to have the next PMT meeting on Tuesday, March 29 at 2:00 p.m. EDT.

WZ asked for a definition of the noise-level weighted population metric. DP said that it is calculated down to DNL 45. WZ asked for the specific math used in the calculation. FL said that it is described in Appendix H of the EDR. WZ said that he wanted to balance noise-level weighted population against environmental health impacts information. DP agreed to send WZ the description.

Action Items

- ✓ Massport to send contract documents through the internal process with the scope of work and budget provided by the PC and IC.
- ✓ PC and IC to submit invoices for work through February 29, 2016.
- ✓ PC to work with FAA, Massport, Tower and TRACON to further define Test 4.
- ✓ PC to set up conference call with Tower and TRACON to discuss Test 4.
- ✓ PC to set up PMT call for Tuesday, March 29 at 2:00 p.m. EDT to discuss draft Test 4 description.
- ✓ FAA and Massport to have historical baseline information to CAC prior to April 13th, preferably by March 29th. Priorities are: (1) updated summaries of Test 1 and Test 2 based on DPs email, (2) HMMH noise information, (3) updated summaries of late night noise operations (2014), (4) flight track graphics, and (5) list of runway restrictions.
- ✓ TE to confirm that B Brunelle can attend the CAC meeting on April 13.
- ✓ DP to send definition of level-weighted population to WZ.

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
20160315\pmt_meeting_20160315_notes_final.docx