

CAC Meeting

September 29, 2014

Boston Logan International Airport

Agenda

- Review of Runway Use Program**
- Review of Proposed Test 1**
- Activity To-Date for Test 1 Implementation**
- Next Steps**

Runway Use Program Overview

- CAC Developed a Runway Use Framework**
- Included Several Components**
 - Daytime changes**
 - Relationship of late evening to early morning**
 - Overnight**
- Implementation Approach**
 - Develop 4 3-month tests to understand the opportunities/hurdles to full implementation**
 - Metrics to evaluate the tests would include both noise and ATO operational metrics**
 - Massport and FAA ATO agreed to the test period approach**
- Test 1- Late Evening/Early Morning**

Test 1 Overview

- ❑ **Address one of the most common complaints from the community**
 - ❑ **Going to bed and waking up with aircraft noise**
- ❑ **Define the Issue**
 - ❑ **Late evening (8:30 – midnight) = going to bed**
 - ❑ **Early morning (6:00 – 9:30 am) = waking up**
- ❑ **Implementation Target Date**
 - ❑ **FAA/Massport originally identified October 1 to initiate Test 1 as it allowed other tests to conclude**

Test 1 Overview

□ Proposed Approach

□ Preferential runway use change

- 1. Acknowledge that wind, weather, operational conditions may not allow a change in runway end choice**
- 2. Utilize a configuration that has a different primary departure runway and primary arrival runway**
- 3. If not feasible, utilize a different primary departure runway end**
- 4. If not feasible, utilize a different primary arrival runway end**

Activity To-Date

- ☐ May 2014 – Delivered runway use program Test 1 protocol to FAA/Massport**
- ☐ CAC has Requested Updates on Schedule/Issues Several Times**

Activity To-Date

- ❑ Several issues to be resolved about how/when the decision of which configuration/runway would be made**
 - ❑ FAA did not want to make the decision**
 - ❑ Massport agreed to participate by providing FAA with direction**
 - ❑ Massport suggested predicting runway use at 2pm the day before**
 - ❑ CAC Officers rejected that approach**
 - ❑ Massport suggested a 'step-down' approach**
 - ❑ CAC Officers will not provide specific comments on details of step-down decision tree**
 - ❑ Step-down programs are common (CVG, IND, SFO)**

Activity To-Date

- FAA Technical Issues to be Resolved**
 - FAA requested clarification about how to proceed if multiple configurations/runways were used in the late evening period**
 - CAC Officers responded with direction to choose the latest configuration that was used for at least 1 hour**
 - Issue resolved**

- FAA requested a change in the order of options for Test 1 to move 'wind, weather, and operational limitations' to the first bullet**
- CAC Officers agreed**

Activity To-Date

- ❑ Massport Technical Issues to be Resolved**
 - ❑ Currently working with Massport to identify who will prepare noise modeling for test periods**
 - ❑ Addressing issue of what to compare test period against for noise analyses**
 - ❑ Reviewing the scope of services to make sure it matches how the process is unfolding**

Activity To-Date

- ❑ **FAA Procedural Issues to be Resolved**
 - ❑ **FAA legal initially rejected 4 3-month test periods**
 - ❑ **Massport/CAC/FAA ATO pushed back**
 - ❑ **FAA legal has relented...we think**

- ❑ **FAA Categorical Exclusion for Test 1 delayed**

- ❑ **New Test 1 Implementation Date is November 1 BUT that is dependent upon when CAC delivers the final Test 1 proposal**

Next Steps

- Continue to Meet with FAA/Massport on Test 1 Implementation**
- Prepare to Begin Receiving Data for Test 1**
- Develop Protocol for Test 2**
 - Address daytime changes**