

Telephone Conversation/Meeting Summary

Boston Logan Airport Noise Study Logan International Airport

DATE: 10/09/2012

TIME: 10:00 a.m. Eastern



Telephone Conversation



Meeting



Other

SUBJECT: Phase 2 Bi-Weekly Project Management Call

SUMMARY PREPARED 10/09/2012

ATTENDEES (include affiliation):

| Name | Affiliation |
|----------------------------------|------------------|
| John Williams | PC |
| Jon Woodward | IC |
| Terry English | FAA |
| Gail Lattrell | FAA |
| Brian Brunelle | FAA |
| Cully Beasley | FAA |
| Any Hale | FAA |
| Barbara Travers-WrightDave Foyle | FAAFAA |
| Richard Doucette (by telephone) | FAA |
| Flavio Leo | Massport |
| Frank Iacovino | Massport |
| Sandra Kunz | CAC (Braintree) |
| Jerry Falbo | CAC (Winthrop) |
| Wig Zamore | CAC (Somerville) |
| Ralph Dormitzer | CAC (Cohasset) |
| Leo White | CAC (Beverly) |

OBSERVERS (include affiliation):

| Name | Affiliation |
|-----------------|----------------------|
| Ron Hardaway | CAC (East Boston) |
| D. Pomicter | CAC (Boston) |
| John Stewart | CAC (South End) |
| J. Peters | FAA |
| Elena Marinilli | FAA |
| J. Kennedy | CAC (Milton) |
| Maura Zlody | CAC (City of Boston) |

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I. Attendance:

T. English briefly went over attendance of who was participating in person and who had called in. She then did a quick overview of the agenda. The original telephone conference room

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number had to be changed to allow a remote user to control the mute functions for the conference call. T. English provided the new conference room numbers to callers that were online and asked them to call in again. Attendance was repeated when connected to the new conference room. (D. Pomicter later noted that he and M. Zlody were unable to hear the audio portions of the meeting.)

II. Discuss CAC Questions/Concerns on FAA/Massport August 3, 2012 Letter:

T. English started the discussion by going over certain measures and explaining why they were accepted or rejected by FAA and Massport. This information is detailed in the original letter dated August 3, 2012 from FAA/Massport to S. Kunz of the CAC and was listed as a reference document for the meeting.

F-G - FAA will not implement this measure because there are no DNL decreases in noise.

F-GGv2 - FAA will not implement this measure because there are no DNL decreases in noise. However, T. English mentioned that even though this measure will not be implemented under the umbrella of the BLANS, FAA is-has already established this 8,000 foot requirement for Runways 27 and 22L. B.Brunelle elaborated that this was done for the Boston RNAV STARs and is now being done for conventional arrivals to RYs 22 and 27 as well.

F-H – FAA will not implement this measure because there are no DNL decreases in noise.

F-Kv2 – FAA will not implement this measure because there are no DNL decreases in noise and there is a slight increase in noise to those communities exposed to DNL 55 and higher. Although this measure will not be implemented under the umbrella of the BLANS, FAA plans to modify the RNAV procedure for Runway 27 as part of FAA’s NextGen program (subject to NEPA and FAA review process). Further technical discussion was provided B.Brunelle. While the current WYLYY RNAV departure will remain available, each of the eight existing Phase I RNAV SIDS will now have transitions from RWY 27. These transitions will all begin after WYLYY.

F-M – FAA will not implement this measure because there are no DNL decreases in noise.

F-R and F-Rv2 – The CAC voted to keep the existing RNAV procedure and rejected these measures because they did not provide positive results under the CAC’s goals and objectives.

F-Vv2 – The CAC voted not to implement this measure because there are no DNL decreases in noise and the population exposed to some levels of DNL increased.

F-HHv3 & F-HHv4 – Both of these measures showed an increase in population exposed to various levels of DNL. The CAC voted to implement F-HH4 since it had the lesser DNL population increase of the two measures. However, since the findings of these measures are inconsistent with the overall purpose and goals of BLANS, FAA chose not to implement either of the measures. T. English said that even though this measure will not be implemented under the umbrella of the BLANS, FAA plans to establish an RNAV procedure for Runway 33 in the near future as part of FAA’s NextGen program (subject to NEPA and FAA review process).

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T. English said this newly proposed procedure is scheduled to be implemented on March 7, 2013 (pending outcome of the environmental review).

J. Woodward said that when measure HHv2 was evaluated, it was rejected for various reasons. He then asked if this newly proposed measure passed the tests that HHv2 failed. It was said that the new procedure will not be rejected for the same reasons.

T. English turned the discussion over to F. Leo to discuss some of the measures that were under the purview of Massport.

G-Iv2 Ground Run-up Measure - F. Leo mentioned that the measure is being followed and is incorporated operationally at BOS. Runway 32 is the preferred location for aircraft engine run-ups when operationally feasible.

F. Leo mentioned that Massport is committed to continue working with CAC regarding matters such as technical support, discussions, facilitation of meetings, etc. Therefore, Massport will implement the supplemental programmatic measure of establishing an airport/community noise advisory group. J. Falbo voiced his concern about the committee having a title that only reflects noise. He feels that noise is a continuous issue, but is more concerned with other environmental aspects such as pollution. F. Leo said that this would have to be discussed further and that changes could not be agreed upon during the current meeting. He also stated that the intent of this committee is to maintain the relationship between Massport and CAC; however, if the need arises, users can be sought out for involvement. S. Kunz said that a representative from ATCT and the airlines should have been involved from day one. D. Foyle from ATCT stated that he can direct controllers to attend these committee meetings if invited.

G-Bv2 Single Engine Taxi – This measure is implemented and ongoing.

G-F Reverse Thrust – This measure is implemented and ongoing. F. Leo highlighted the fact that even though this measure is in place, safety and pilot discretion may affect usage.

G-Jv2 Holding Area – Massport is moving to implement this measure under the Massport CIP. Massport submitted the request for the construction of this hold pad this year. F. Leo told participants that Massport is working with FAA to stage aircraft to the south. This measure must still be studied and analyzed and will be prioritized by funding. It is likely that the finalization of this may go beyond the five years due to the timing of the approval process. Therefore, this measure will not be included in the BLANS post Phase 2 Work, but Massport will report on the status of it to the Noise Abatement Committee.

F-Uv2 Helicopter Routes – T. English reported that this measure is implemented and ongoing. J. Falbo mentioned regulations in Long Island, NY, where helicopters are required to fly over the bay instead of Long Island and wondered why similar regulations couldn't be implemented in Boston. T. English said that she would have to get back to J. Falbo in a couple of weeks on how the Long Island regulations relate to BLANS. B. Brunelle advised that he thought certain rules were being implemented, which would require a higher altitude and offshore routes for helicopters, but he wasn't sure when these would be initiated. J. Falbo provided some details

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regarding potential helicopter routes (St. Charles River, higher altitudes, etc.). J.Falbo said he would send the information to T.English for review/consideration.

F-Tv2 - T. English reported that this measure is implemented and ongoing.

T. English advised that she would like to complete the Level 3 Screening Analysis Report and to work on a closeout letter for Phase 2. However, J. Woodward stated that when the draft report was distributed, there were no decisions in place. He recommended that the “draft” be completed and redistributed and a chance for more comments be provided. There was discussion about how to package the documents. The final decision is to disseminate the Level 3 Screening Analysis Report, a new executive summary, and a Phase 2 closeout letter. In addition, a Post Phase 2 scope of services is to be developed to address final items to be considered in Phase 2.

S. Kunz voiced concern over the possibility of future changes to already agreed upon measures/changes. She used the example of someone else coming into power and undoing the past nine years’ worth of changes. She asked if the changes are legal documents and how to preserve these changes for the future. D.Foyle said that the ATCT is legally required to follow the regulations in the FAA Record of Decision (ROD) unless flight safety is a concern. It was said that even though the goal is to preserve these changes, there will be a need for additional changes in the future. T. English agreed that these changes must be preserved into the future.

[15 minute break]

T. English did a very brief attendance of call participants.

T. English quickly summarized some of the previous topics and advised that the Level 3 report and executive summary should be sent out by the end of October.

III. BLANS Next Steps:

a. Funding Additional Work

J. Williams briefly went over the budget and that after completion of the current scope of work, there would likely be somewhere between \$650,000 and \$700,000 in the PCs budget. He also mentioned that the BLANS contract had been extended until June 30, 2012. J. Woodward confirmed that there was approximately \$65,000 remaining in the ICs budget.

G. Lattrell said AIP planning grant funds have not all been used and that undone work is still eligible for inclusion. She also mentioned that a new work plan needs to be developed, which will be funded by remaining funds from Phase 2.

F. Leo said that the current contract can be amended for the new Scope of Work (SOW). He also reminded folks that the budget hasn’t changed – the contract term has only been extended. He also said that it was a lot of work coming up with the initial SOW, so he is hoping not to spend a lot of resources on creating the new one.

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T. English asked if the Technical Committee would work on the SOW; she wants to get this process started right away. F. Leo suggested that CAC, FAA, and Massport should have a telcon discussion and that PC and IC collaborate on the SOW, all while closing out Phase 2. J. Williams (PC) will reach out to R. Adams (IC) to review and complete the SOW outline by the end of the month. Once completed, it will be sent to CAC for comments.

R. Dormitzer commented that he prefers a face to face meeting over a telcon and that there is already a post Phase 2 SOW outline in the current SOW (Task 7.2). He also mentioned that Phase 3 won't include PRAS, but it will include runway use. This should be clear in the SOW.

T. English realized that the current contract extension of June 30, 2012 may not be enough time and suggests that it be extended until December 31, 2013. Due to timing, she also suggested that the meeting for elected officials regarding the outcome of Phase 2 be moved into the new SOW. There were no objections to this.

b. Runway Use Measures

The five runway use measures included in the Phase 2 scope of work will be considered under the new SOW and were not discussed during today's meeting.

c. Departure Hold Pads

This topic was previously discussed and is part of the CIP for BOS.

d. Noise Abatement Committee

This topic was previously discussed.

IV. Phase 1 Measures – Post Implementation Assessment:

R. Dormitzer gave some background regarding some of the previously implemented measures from Phase 1. He said that his overall assessment of post implementation was good, but there are still items that need to be improved. He said that it was a long and difficult process for the CAC get through the ROD on the CatEx and for the Runway 9 measures to be implemented. He continued with a very quick overview and mentioned that this piece is not currently implemented as interpreted.

R. Dormitzer explained that certain RNAVs are not working. He explained even though the intention is to fly the route all the way to the shoreline waypoint and through the rest of the procedure, this is not happening. Most of the waypoints are being followed with the exception of those after crossing the shoreline waypoint. He then provided a handout that showed that up to fifty percent of flight tracks utilizing Runway 9 are not observing the waypoints. The handout was prepared using output from the PASSUR system. The handout included aircraft following both the RNAV procedures and conventional procedures. (see attached)

B. Brunelle stated that the RNAV procedures have provided dramatic change. Flights are tightly concentrated around the Phase I RNAV routes and shoreline crossing altitudes are higher by more than 2,000 ft. However, separation requirements haven't changed – ATC needs three miles separation within the TRACON airspace, but five miles is needed when handing off to the enroute airspace. Factors such as safety, weather, separation, operational requirements, etc., sometimes

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require that aircraft be taken off RNAV procedures. He also explained that TRACON hands off to Boston Center at 14,000 feet. As part of standard operating procedures (SOP), all flights should be on SIDS unless there is a reason not to be. He also believes that all the RNAVS are working well, and that the FAA has met or exceeded all Phase I requirements. As a reminder, flights above 14,000 feet are outside of the study area. T. English voiced concern that Massport's system cannot track RNAV vs. non-RNAV flights.

R. Dormitzer explained that noise is increasing over the shoreline and it is now a continuous noise environment, although not as bad as some other communities. He thinks that there is a need to observe the flight patterns more closely to determine why certain procedures are not being followed. B. Brunelle responded by saying that the FAA has successfully implemented all the requirements of the ROD. However, it was never anticipated that 100% of the aircraft would be on the RNAV procedures 100% of the time. Safety, separation, and operational requirements will always take priority over staying on a noise abatement route. Currently, there is no process in place to accurately measure this data. It can be done, but budget would have to be allocated to facilitate this process.

R. Dormitzer discussed a best practices approach rather than what's allowable. B. Brunelle discussed gate widths, etc., related to RNAV 1. ALL RNAV procedures in the U.S. are RNAV 1, which requires aircraft to be within 1 NM of a specified route for 95% of flight time. He also mentioned that the flyability changes based on aircraft type. He said that most aircraft are plus/minus one nautical mile on either side of the established routes, which is the requirement. T. English added that a recent MITRE report showed that figure as a half nautical mile for noise modeling purposes. R. Dormitzer thinks that more money should be put towards obtaining more accurate data in order to figure out why certain procedures are not working or being followed properly. T. English added that the original ROD never assumed that one hundred percent of aircraft would be able to follow the procedures exactly.

J. Woodward offered suggestions to B. Brunelle on how the specific RNAV graphic should have depicted departures. B. Brunelle indicated that the graphic was used only to provide an overview and was not the intent of the graphic.

T. English suggested that IC work with CAC to come up with recommendations regarding the gates so that CAC can determine whether it believes the goals and objectives are being met. She said that ultimately there should be consensus on the agreed upon metrics between all parties, otherwise they will not be used. F. Leo advised that the Massport system cannot distinguish between flights following the SIDs versus those being vectored, but Massport can provide standard data in regular intervals. He confirmed that this information can be separated by airline, if requested.

B. Brunelle advised that there are a couple of newly proposed RNAVs that may provide benefit.

J. Woodward commented on the idea of establishing a series of gates at the shoreline and onshore. Each gate could be broken down into five points. All flights will cross one of the five points, which in turn would provide trackable data that could be used to look for deviations or patterns of flights not observing the proper procedures. Communication can then be used to achieve better performance from offenders. B. Brunelle was generally in favor of J Woodward's gate proposal, but brought up several points about gate widths. RNAV gate widths must be at least 2 NM wide and conventional gate widths should follow what was specified in the ROD.

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B. Brunelle stated that all procedures in the United States are RNAV 1, which allows plus/minus one nautical mile. He mentioned that J. Woodward had stated that the desired goal for the CAC was for aircraft to cross that shoreline at 12,000 feet and wondered how that number was reached. R. Dormitzer said that the distance of two miles is a loose standard and if this is what is being enforced, nothing has been accomplished. B. Brunelle disagreed with this statement. F. Leo advised that ongoing tracking is being done to determine if the issues are caused by evolution or if further education for the airlines is needed.

The call went over the allocated three hours, so there was no time for observers' comments.

The call/meeting was adjourned at 1:10 p.m

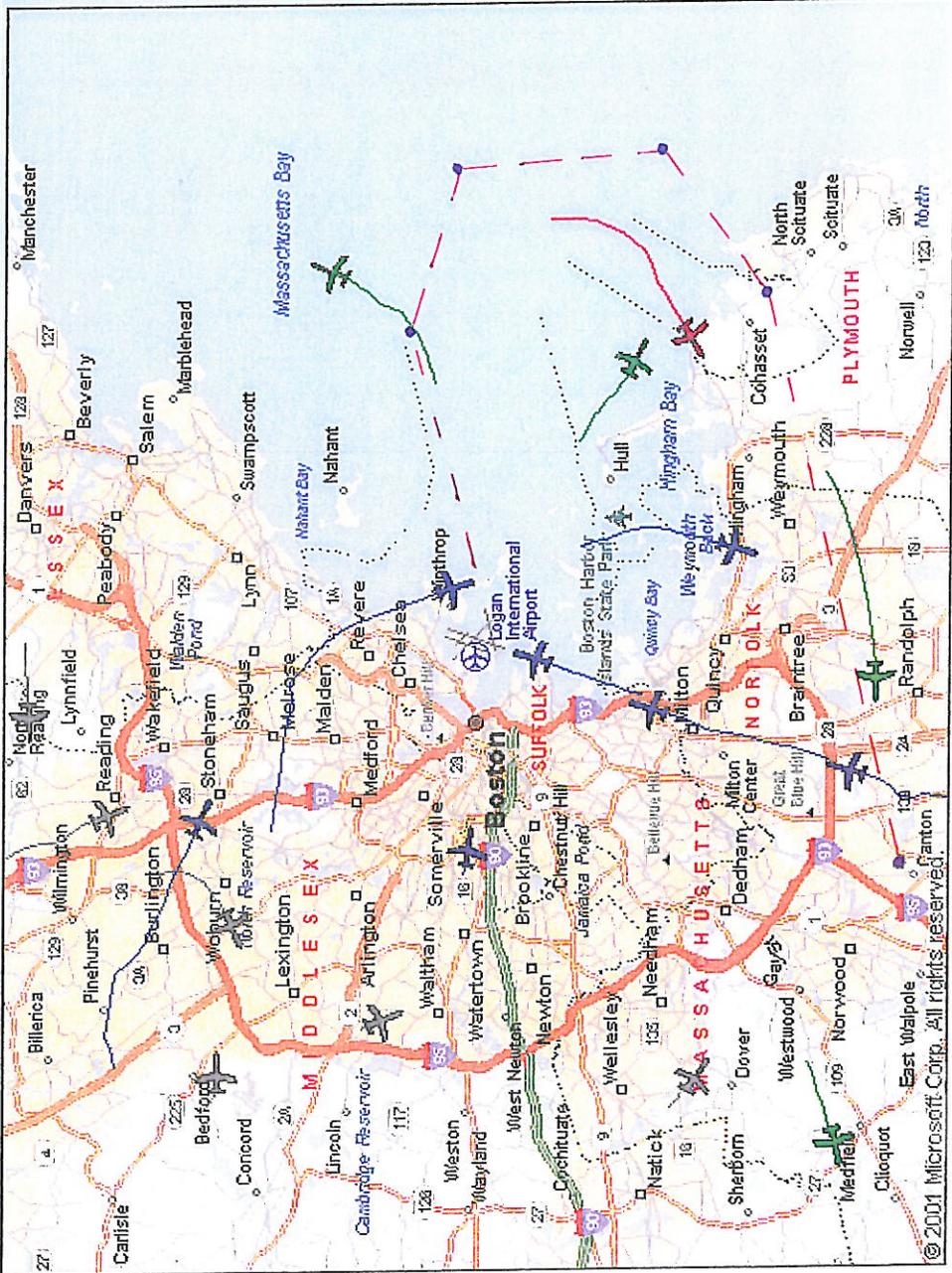


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(back to map.port.com/bos)

Select speed & click start:

Enter date & time (eastern)



MAP RANGE
(from center)

4 MILES
 10 MILES
 20 MILES
 40 MILES
 90 MILES

Flight Information
 Click on any airplane at left for details

| | |
|---------------|--------------------|
| Date/Time | 10/5/2012 14:59:55 |
| Flight ID | SWA229 |
| Aircraft Type | B737 |
| Altitude | 10800 ft |
| Origin | KBOS |
| Destination | KBWM |

Legend

- General E.L. Logan Intl Airport (BOS)
- Departures
- Arrivals
- Helicopter
- Selected
- In Transit