

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

October 14, 2016

9:30 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	
Frank Iacovino	Noise Abatement, Massport	fiacovino@massport.com	
Terry English	FAA, Air Traffic Organization, BLANS Program Manager	terry.english@faa.gov	
Darryl Pomicter	President, Logan Airport Community Advisory Committee (LCAC), Boston- Beacon Hill	dpomic@aol.com	
Wig Zamore	Vice President, LCAC, Somerville	wigzamore@gmail.com	
Michael Andresino	LCAC, Milton (Alternate)	mandresino@PBL.COM	
Gretel Clark	LCAC, Hamilton	gretel@milesriver.com	
Myron Kassaraba	LCAC, Belmont	myronkassaraba@gmail.com	
Joanne Keith	LCAC, Boston-Roxbury	joannekeith@gmail.com	
Jill Romano	LCAC, Wenham	jill_romano@verizon.net	
Bruce Shatswell	LCAC, Dorchester	bashatswell@gmail.com	
Irene Walczak	LCAC, Boston-Hyde Park	hydeparklogancac@gmail.com	
Maura Zlody	LCAC Official Advisor	maura.zlody@boston.gov	
Chris Sandfoss	IC	csandfoss@landrum- brown.com	
Rob Adams	Independent Consultant (IC)	radams@landrum-brown.com	
Mark Perryman	IC	mperryman@landrum- brown.com	
John Williams	Project Consultant (PC)	jwilliams@ricondo.com	

Discussion Points

J. Williams (JW) opened the meeting and referred to the agenda, Phase 3 amended scope of work, and amended budget that had been emailed just before the call.

T. English (TE) summarized an October 5, 2016, letter from FAA to Massport advising that the BLANS grant would be closed on December 31, 2016, and that all work, documentation, and payment must be completed by that date. She said she sent an email to the PMT on October 7th transmitting the letter with direction to continue work as usual until further notice. TE said that she had followed up with Mary Walsh (MW) (FAA Airports District Office) who said that work should continue on tasks within the scope.

She said that she had spoken with F. Leo (FL) and JW to discuss the closeout in terms of when work would need to be completed.

FL said that he had also spoken with MW and said that FAA reimbursement can only be on invoices paid by Massport by December 31, 2016, in accordance with the grant. FL said that invoices must be submitted by the IC and the PC by December 15, 2016, for work completed through that date. Massport will then make the payments and include the requests for reimbursement to FAA. JW asked about the final IC invoice as it is passed through LCAC for approval. FL said that PC and IC should stay current with invoices and that the final invoice submitted December 15, would only cover the last couple of weeks of work. D. Pomictter (DP) said that he will provide the letter of approval for the IC invoice within a day, as he has for previous invoices. FL said that Massport would process the IC invoice as soon as received in anticipation of receiving the approval letter from DP. FL also said that Massport would accept invoices submitted via email.

DP asked if the \$30,000 that Massport added to the project budget for response to CAC requests for information could be used for work beyond December 15—at least December 15-31. He said that he does not want to go beyond December 31, but if some work had to be done in January, February, or March, couldn't that allocation—in addition to the grant, with no FAA sharing—be used for that work. FL said that it could not. All funds are tied to the grant. FAA requests full reimbursement for invoices and typically receives about 80% of what is requested from FAA through the grant. DP asked again about using the \$30,000 for work following the grant closure stating the funds are not tied to the grant. FL said that Massport will not work outside of the grant conditions. DP said that the problem has been the lack of performance of Massport and the consultants that have gotten us to this point. TE said that it was her understanding the FAA expects the BLANS to be completed by December 31st but she deferred to FL regarding the contract and grant management.

JW summarized the status of the project, stating that the updated baseline noise analysis and intruding events analysis had been completed. He said that Wyle is preparing noise modeling with grid analysis for the census block centroids within the study area, with results expected by end of next week. DP noted that was necessary to respond to the CAC request for DNL and LWP by Community—and now Level 2 and Level 3 of the Noise Abatement Report is being drafted. And, that FAA and CAC thought the expanded grid points from the FAA/HNTB R33L Dep RNAV noise evaluation in 2012 were being used in the 2015 Baseline Update completed August 30, rather than using the much more limited BLANS P2 grid points from 2011.

RA said that they had been working on packages to meet LCAC requests and had expended approximately \$41,000, which exceeds the \$15,000 that was set aside for this work. FL reminded that work has to be completed within the stated budget. It was agreed that funds could be moved among tasks as necessary, but no additional funds would be provided. RA said that they have continued working, but are waiting for additional information so that a complete package could be delivered. The outstanding information is DNL data from the EDR.

DP responded that L&B invoices just received were July \$3,000, August \$15,000, and September \$32,000, total \$49,000. And, the budget \$174,000 is plenty for the work intended—not being delivered in time.

That the July 25 PMT call agreed more than \$60,000 was to be reallocated, with a Work Order authorization, and the resulting August 9 email draft included \$67,000 for Data Mining, with additional Test 4 \$40,000 available (and \$15,000 Runway Use Program Recommendations). And, the CAC Meeting Scheduled September 28 was canceled because of lack of Level 1 draft report from L&B—still insufficient for CAC to meet. DP said it had been 10 days since he had received the last iteration from the IC.

DP responded that while Massport/HMMH has not yet provided the 2015 EDR Noise Modeling, initially scheduled July 15 and then intended August, it was discussed during the July 25 PMT call that the Massport EDR 8NM Study Area was insufficient to report the 20NM BLANS Study Area, particularly by Community—and Massport was unwilling to expand the noise modeling area. The BLANS 2015 Baseline Update August 30 was intended to provide the detail, but now the expanded grid points and detail were in process for next week. DP said to continue with the Level 1 reporting of runway use and dwell and persistence—and the FAA ATCT Monthly Guidelines.

RA said again that they have expended more than \$40,000 on Task 3.9 in an attempt to answer questions and respond to requests. He said that C. Sandfoss (CS) has been working and at times has a hard time understanding specific requests. RA said they are trying to stick with the stated scope and also respond to requests. TE said that MW had stated that we have to stick with the current scope – no new work items. RA said they are working consistently within the scope to date and that work is being done to expand the area being studied.

DP replied that the spreadsheet, with comments updated, with emails and phone calls, provided a clear plan to completion. He had responded to the second L&B draft August 23 with a detailed outline spreadsheet August 29. Refined into Table of Contents with comments added September 11, in response to the L&B September 09 draft. With additional comments September 19 in response to L&B response and comments September 13.

DP referred back to the PMT calls on August 26, 2016 and July 25, stating that we had discussed the scope and budget and that funds from Tests 1, 2, and 4 could be used for other tasks, and a Work Order would be issued. JW said that it had been discussed to hold approximately \$20,000 for completion of Test 1 and Test 2 reports and that it had been decided in July to hold the funds for Test 4 until we were sure there would be no Test 4. DP said that he wanted a clearer view of runway and configuration use for Tests 1 and 2—intended from Massport in the Tests descriptions. DP also asked about the more than \$4,000 that was estimated to be expended by the IC by February 29, 2016, but was not. RA confirmed that amount and it was decided to include that amount as part of budget reallocation.

RA said that if we are defunding tasks, it will be necessary to document the reallocation of funds. The following is a list of budget status by task and reallocations that were agreed upon:

Task 1.1 Project Administration and Coordination – Leave as is

Task 1.2 FAA Coordination – Leave as is

Task 2.1 CAC Coordination – Leave as is

Task 2.2 Elected Representatives and Public Outreach – Leave as is

Task 2.3 Web-Based Periodic Community Updates – Leave as is (confirm there is adequate budget to host the website beyond the completion date and that it can be prepaid.)

Task 3.1 Runway Use Test Development and Coordination – No budget allocated

Task 3.2 Noise Modeling-2015 Baseline Update – Add PC budget from another task to cover census centroid grid analysis that Wyle is currently working on

Tasks 3.3/3.4 Completion of Runway Use Test 1 Analysis/Runway Use Test 2 Analysis – Preserve \$20,000 between the two tasks for the IC to complete the runway use and configuration use analyses described above; preserve a small amount for PC peer review of the results; transfer the remaining IC funds to Task 3.9; transfer IC funds as necessary to Task 3.2/3.9, ensuring that Task 3.2 is adequately funded to cover the grid analysis

Task 3.5 Runway Use Test 3 Analysis – No budget allocated

Task 3.6 Runway Use Test 4 Analysis – Transfer all PC funds to Task 3.9; transfer remaining PC funds as need to Tasks 3.2/3.9, ensuring that Task 3.2 is adequately funded to cover the grid analysis

Task 3.7 Runway Use Program Recommendations – Leave as is

Task 3.8 Noise Modeling-2105 with Recommended Runway Use Program – Leave as is (The noise analysis may be conducted as new INM runs or perhaps sensitivity analyses of different configuration usage; the latter could be done using the INM runs for the 7 configurations developed for the updated baseline and then using different percentage usage of the configurations to developed annualized noise exposure)

Task 3.9 Fulfill Data Requests by CAC – IC and PC budgets will be increased using funds from Tasks 3.3, 3.4, and 3.6 that will be transferred; add the \$4,000 carryover to IC budget

Task 4.1 Documentation – Leave as is for documentation

PC and IC will work together on actual budget allocations and updates to the bullet points in the scope and include a date of completion for each task to ensure activities can be completed by December 15th.

With regards to Task 3.8, which is the noise analysis reflecting the proposed runway use changes, FL stated that we need to be careful with the episodic nature at BOS as well as the nighttime effects. TE said that assumptions would be needed for any necessary NEPA analysis as well.

DP said that the intruding events analysis did not yield what he expected and adding another contour for 5-9 events should better relate to reality. JW said he would check to see if the grid prepared for the intruding events analysis could be used to generate that contour without additional INM runs. DP asked if the intruding events contours could be overlaid with the contours. JW said he would work with PC GIS staff to do so. And, DP asked if the expanded grid points would change results, and JW advised no.

JW will make a first pass at the scope and budget allocation changes and provide to RA for review. TE asked again about maintaining the website and asked if the costs could be pre-billed to ensure payment within the terms of the grant.

RA said that they need a clear definition of what needs to be done and that some of the items they are working on were not in the original scope.

DP responded that they were part of Task 3.7 Runway Use Program Recommendations.

FL asked about deadlines for providing materials for LCAC meetings. DP said that he would like the Level 1, runway use information by Friday, October 21, 2016, to be distributed for review and comment by all before a tentative LCAC meeting on October 27 and a second meeting on November 10. DP said that he is trying to minimize changes from the spreadsheet, but some clarification and refinement are necessary in the development and review process for recommendation. He noted 2 additions in past weeks, in response to CAC Representatives : updating the 2008 L&B graph of historic runway use to be a Figure complementing the Historic Runway Use Table and adding Periods >7 Hours (current PRAS) with Hours and Night-Weighted Hours in the Dwell report.

The PMT decided to hold brief follow up meetings on a weekly basis for the duration of the study.

Action Items

- ✓ PC and IC to prepare updated scope and budget allocation – PC will prepare first draft.
- ✓ PC to prepare schedule for completion of tasks.
- ✓ PC to determine potential to add 5-9 number of events above 70 (day) and 60 (night).
- ✓ PC to pursue overlay of DNL and intruding event contours.
- ✓ IC to provide the next version of the Runway Use Program tables by Friday, October 21.

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 20161014\20161021
pmt_meeting_20161014_notes_v03.docx