

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

November 4, 2016

11:00 a.m. EDT

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 Office, Massport	fiacovino@massport.com	
Terry English	FAA, Air Traffic Organization, BLANS Program Manager	terry.english@faa.gov	
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Discussion Points

J Williams (JW) opened the meeting and said the intent was to update status since the October 28, 2016, meeting. He referred to the agenda and acknowledged that D Pomciter (DP) had added items to the agenda via email. The revised agenda is attached. He also pointed out that there is a dedicated telecom line for the BLANS so the number will stay the same.

DP said that he had received the latest version of the Noise Abatement Report, but it was not sufficient to distribute. He specifically referred to missing page numbers, incorrect dates, incorrect headers and footers, formatting that needed to be corrected, and night-weighting was not completed in all cases. C Sandfoss (CS) said that he understood that formatting was not complete and that he did not update Level 2 formatting without the information; all formatting will be consistent once the content is complete and agreed upon. DP said that he believes that formatting should be corrected and that night-weighting must be completed or he will not be able to get acceptance by the LCAC. He said that the prior 12-month period data must feed into the FAA report; year-to-date is there, but need to add the last 3 months of 2015 data plus the prior month and the priority ranking. DP said that he considered making the changes himself, but didn't believe that would be the right thing to do.

[DRAFT]

Referring to the Test 1 and Test 2 analysis, DP said that runway use data for the 6-month test periods could be extracted from the existing reports, as well as the same 6-month periods the year prior and the year following to compare runway use during the tests. DP then said that there is still no budget for assessing the results of data provided as Test 3. He said that Massport was to complete the assessments, but had then suggested that the IC complete that assessment.

JF asked what was causing the delays in completing the analyses. CS said that it related to changes in scope. DP said there had been none since August. CS said that there had been 6 iterations of the reports and that it has been difficult to understand the expectations at times. He said that the size of the files also increase the amount of time it takes to make changes; it is not a matter of staffing as much as working with the size of the files. JW added that as was true with the intruding events analysis and grid analysis, the time to complete is taking longer than anticipated. DP acknowledged that the IC has been working very hard to get the work done. JF suggested that there are communication problems between DP and CS. DP said that he and CS have good conversations early in the week, but what is delivered is not what he expects. CS acknowledged that what he understands appears to be different from the expectations. It was agreed that DP and CS would go through the latest version of the report page-by-page following the PMT meeting. JW and TE will listen in on that call.

Regarding Test 1 and 2 reports; CS said that there hasn't been any movement on those without the completion of the Noise Abatement Reports. DP said that \$10,000 should be moved from Task 3.7 to cover assessments of the nighttime and other data provided by Massport and FAA. CS said he would work with accounting staff to determine the budget availability, but is more concerned about the time required to get the work done. FL said that this is a new ask; DP disagreed. DP said that the Test 3 reporting is a top priority for getting agreement on the program and had originally requested that the IC do this in March.

JF said that after going over the sheets, there must be a plan to move forward for a decision to be made quickly. CS said he would get back to the group and asked for the priorities between Test 3, the Noise Abatement Report, and the Test 1 and Test 2 reports. DP said the priority is (1) the Noise Abatement Report, (2) the Test 3 assessment, and (3) the Test 1 and Test 2 reports. DP said that the format of the Test 1 and Test 2 runway use reports should follow that already in the Noise Abatement Reports. Cut and paste the 6-month test periods and the prior year and post year matching 6-month periods and report monthly data, and averages in the same formats as in the Noise Abatement Report. He said to budget \$4,000 for Test 1 and \$16,000 for Test 2 and move \$10,000 to Test 3. CS said that he could provide an answer to that once approved w/admin, although it is probably OK. Getting everything completed by December 9th is the issue and there probably won't be enough time.

JW provided a summary of the noise analysis. The census block centroid grid analyses were completed by Wyle and a listing of all of the census block centroids, DNL values, population, and city were provided to the IC. JW said that a 5 events above NA 70 day and NA 60 night contour had been added and that the goal is to get reformatted graphics to DP later that day (Friday, November 4) reflecting the new graphic window. He said that the inset focusing on Boston communities will be a separate graphic. DP agreed that would be okay.

[DRAFT]

JW also noted that several website updates are needed, including loading documents related to the Runway 33L SID EA, moving flight track reports from Massport to the same location on the website, and adding reference information related to the PRAS. JW said he would coordinate with the Collaborative to make sure the documents are added and changes made.

DP said that he understands that work needs to stop on December 9 to allow invoices, etc., to be finalized in time to close the grant by December 31, 2016. He asked TE if there was any chance to extend that if good progress is being made, but that the necessary information has not yet been provided. TE said that Mary Walsh of FAA had said that December 31 is it. DP asked who we could talk to if it would even be possible to work until December 31. TE said that she felt the answer was 99% no.

TE said that she believes that LCAC has a program in mind that could be recommended without having every piece of information in hand and that the recommendation could include a disclaimer on what final details would need to be available prior to implementation after the close of BLANS. She said that she would be available to assist even after the close of BLANS and would be glad to do so as that is her role as the FAA air traffic environmental specialist

DP made an official request for TE to go back to Mary Walsh and ask the question in writing. TE agreed to do so.

JF asked that if the information is not available for LCAC to make a recommendation, will FAA characterize it as a failure on the part of LCAC. TE said that she could not answer the question as the FAA BLANS team would need to determine FAA's official position in that situation. JF said that the Massport Board of Directors had deferred to the Massport CAC rather than the LCAC and that the lawyer representing Milton made a pitch for deferring to the Massport CAC. FL said that we have laid out a position to complete Phase 3 of the BLANS and let's move forward. JF asked if FL could exercise any influence over FAA to potentially allow more time. FL said to just focus on finishing in time

DP said that he feels strongly that it is doable. FL said that there has been work since June toward getting to a recommendation and referred to attempts by R Dormitzer to put together a Test 4. FL said that he believes that there is enough data for LCAC to make a recommendation and provide producible guidance to FAA for runway use recommendations.

TE asked if there would be a LCAC meeting on November 10, 2016. DP said he would wait to see how the next round of the Noise Abatement Report goes.

When asked by DP, FL said Dec. 15th is the new target date for the 2015 EDR.

C Christiansen said that she was forwarding information via email indicating that there was disagreement between the latest version of Table 7-1 in the Noise Abatement Report and online data with Massport.

Action Items

[DRAFT]

- ✓ CS to check with L&B accounting department regarding available budget to move \$10,000 for Test 3 data assessment.
- ✓ If available, JW to revise budget to complete by moving \$10,000 from Task 3.7 to Task 3.5.
- ✓ JW to follow up on website changes
- ✓ TE to relay and document DP request to Mary Walsh regarding work up to or beyond December 31, 2016.
- ✓ FL to provide August flight track graphics next week

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
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