

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

13-10-0793

July 17, 2015

1:00 p.m. EDT

Teleconference

<b>Facilitator:</b>	John Williams	<b>Note takers:</b>	Terry English/John Williams
<b>Attendees:</b>	<b>Representing</b>	<b>Email</b>	
Flavio Leo	Aviation Planning and Strategy, Massport	fleo@massport.com	
Terry English	FAA, Air Traffic Organization, BLANS Program Manager	terry.english@faa.gov	
Darryl Pomicter	President, Logan Airport Community Advisory Committee (CAC) (newly elected, July 6, 2015)	dpomic@aol.com	
Wig Zamore	Vice President, CAC	wigzamore@gmail.com	
Rob Adams	Independent Consultant (IC)	radams@landrum-brown.com	
John Williams	Project Consultant (PC)	jwilliams@ricondo.com	

### Discussion Points

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J Williams (JW) introduced the meeting and stated that the purpose was to discuss the status of the runway use tests and to identify next steps to work toward completion of Phase 3 of the BLANS. JW forwarded the following agenda just prior to the call:

- Update on Runway Use Tests and Analysis
  - Schedule for concluding Test #2
  - Development of Test #3
- Re-scoping and Re-budgeting Process
- Other Discussion Items
- Next Steps

T English (TE) asked if R Adams (RA) had attended the CAC meeting on July 6, 2015 and whether he had everything needed to assess Runway Use Test #1. RA said that he will need additional information to conduct an operational analysis and will make a request for that data the week of July 20, 2015. RA said that overall he believes that Test #1 was successful noting that at least one of CAC's preferences was achieved over 70 percent of the time. He also said that there was no major disagreement from CAC members about Test #1 and that most CAC representatives were encouraged that FAA is undertaking the tests.

RA said that data for Runway Use Test #2 has shown that so far there is more success in the morning runway configuration change period (runway configuration use changed 63 percent of the time) than in the afternoon period (runway configuration use changed 29 percent of the time). Although not definitive as the reason, it was discussed that perhaps traffic volume in the afternoon period is the reason FAA has not been as successful at changing runway use in the afternoon period.

TE also asked RA if the CAC wanted runway use percentage goals to be established as part of the runway use program. RA said that it was unclear at this point and that CAC is to determine whether (a) runway use goals are wanted and (b) if so, what would they be?

D Pomicter (DP) and Wig Zamore (WZ) joined the teleconference late. TE and others congratulated DP on election.

TE asked DP what kind of schedule he wanted for Project Management Team (PMT) calls. DP said that he would like to establish regular calls, probably monthly, and that he is trying to establish regular Logan CAC meetings every other month from 6 p.m. to 8:30 p.m. second Thursday. The meetings would include a half-hour public comment period at the end and that FAA and/or Massport would be invited and asked to participate at the first part of the meeting. TE noted that the BLANS Phase 3 Information Request Protocol needs to be updated to reflect DP as the CAC President and any changes in CAC membership. She said the Protocol was on the BLANS website, but that she would send the link to DP so he could review and provide edits for any CAC updates.

JW said that Test #2 was scheduled to conclude on August 10 and asked if it should continue beyond the three-month schedule as did Test #1 and whether Test #3 would be defined soon. RA recommended that the test continue for the full six months. DP recommended that it continue at least until Test 3 is ready. There was discussion as to whether there could be tweaks to the test as it continues, potentially to address the low percentage of change in the afternoon period. TE said that the IER and CatEx would allow for tweaks, but that the test could not continue beyond six months. She would also need to coordinate any Test #2 changes within the FAA and document as appropriate. RA said that he would work with DP to see if tweaks were needed and what they might be.

DP said that the next CAC meeting is scheduled for September 10. RA said that he would make additional data requests regarding Test #1 in preparation for that meeting. He planned to make that request the week of July 20 and to have results to CAC in mid-August, well in advance of the September 10 meeting.

DP said that he was hearing complaints from the South Shore that flights were over their neighborhoods for 18 hours several days in a row, with specific complaints coming from Milton. DP said that he agreed that Test #2 should continue for six months to see if better results could be achieved, particularly after July and August peak months.

DP said that there is no agreement among CAC at this time on Runway Use Test #3, but that it seems it will be focused on the late night/early morning sleep period. He said that discussions have been around where aircraft would go, what types of aircraft would flight at night, what times would be covered, etc. He referenced the nighttime program for Heathrow Airport, specifically addressing various nighttime restrictions that are a part of the program. He also asked if there were more aircraft at night, if Stage 2 and Stage 3 hushkitted aircraft were flying at night, etc., and whether that could be addressed. He said that data in the EDR showed that older, noisier aircraft have increased and some are flying at night.

F Leo (FL) said that the subject of aircraft types and times of flying was part of a broader discussion and that at the beginning of the study, it was stated that Massport would not consider any measures that would be interpreted as a restriction that would require approval through a Part 161. DP said that he believed that aircraft use is part of a runway use program and wanted to know more about what aircraft are flying and when. FL said that DP should work with RA to request baseline information regarding nighttime operations and that Massport would provide whatever they had available.

FL said that he believed that the following steps are needed to complete the BLANS:

- Complete runway use testing and for CAC to review the results and recommend a runway use program
- CAC and IC to work together to complete the definition of metrics for measuring performance related to the measures established as part of the BLANS
- Develop a final report

There was discussion regarding whether the scope of work currently contained a task for the development of metrics. JW said that it had been included in Phase 2, but that the IC and CAC could not come to an agreement on the specifics of the metrics. TE said that she remembered Jon Woodward making a presentation late in Phase 2 regarding metrics but agreement was never reached. She said that she had a copy of the latest version of comments on Jon's report and would forward it to DP. JW said that metrics development was not carried forward into the Phase 3 scope. FL said that the metrics should be developed as part of the BLANS and should be added back to the scope, as the study should help in the development of metrics. It was agreed that RA and JW would revise the scope of work to again include the development of metrics for post-implementation.

Regarding the scope of work, JW said that he and RA had discussed the merits of developing noise contours for each of the runway use tests versus using those resources for other analyses and tasks. He said that one concern regarding the noise analyses for the runway use tests was that it is difficult to identify a reliable baseline and that the results of comparisons against the baseline may raise more questions than they would answer and that it would be difficult if not impossible to determine what changes in noise would actually be attributable to the runway use test. RA said that generally he agreed with the assessment. JW said that an initial budget for the remainder of the project had been developed that included noise analyses for each of the four individual tests—in addition to noise analysis of the recommended Runway Use Program. The original budget for Phase 3 had assumed a 9-month process. Phase 3 began approximately 2 years ago and will continue for some time. As a result, the budgets for many of the tasks have been exhausted, particularly those tasks related to project management, overall coordination, and website maintenance. The preliminary budget revisions showed that most if not all of the funds that had not been allocated from the grant would be needed to complete the study. With limited funds, the budget that had been set aside for the individual tests could be re-allocated to other analyses that could be of more value in determining the success and effectiveness of runway use program elements being tested.

JW said that a final budget cannot be developed until it is known whether the noise analyses of individual tests needs to be included or can be eliminated. Elimination of the noise analysis of individual tests would

allow more budget for assessing and analyzing the specific effects of the runway use tests as well as providing CAC with access to more budget for establishing metrics for ongoing reviews of the effectiveness of the overall Runway Use Program. JW again said that the extended time that Phase 3 has taken, compared with the original scope will require that most if not all of the remaining unallocated funds in the grant will be used to complete Phase 3.

FL asked about an overall baseline and comparison of the recommended runway use program against the baseline. JW explained that the original plan had been to update the 2015 baseline to reflect the changes in runway use that result from the new non-intersecting converging runway operations (CRO) rules. He said that primary changes in runway use occurred when Runway 27 and Runways 22L and 22R are in use, although the change in operations in that configuration could potentially cause controllers to use it less often. He also said that for the purposes of noise modeling for the BLANS, noise contours for each runway use configuration were computed separately and then annualized and combined to develop an overall annual contour. To rerun the baseline, it will be necessary to modify runway use in the 22/27 configuration and then to determine whether any changes needed to be made in the percentages the configurations were used. JW said he had received information from Lee Kyker of FAA, who had assessed the effects of the CRO test in 2014 that led to implementation of the new procedures; however he had not had time to review the information. It was agreed to review the information and authorize Wyle to update the 2015 baseline to use for future comparison of the runway use program. JW said he would review the information and work with Wyle to update the 2015 baseline. The goal would be to have the revised baseline prior to the September 10 meeting.

DP said that he agreed that it might be worthwhile to forego individual noise analyses of the runway use tests and just do a final noise analysis to compare with the updated 2015 baseline. He said that it would need approval from CAC to do so. TE asked if he would have to wait until the September 10 meeting. DP said that the Test 1 operations results report, intended mid-August, and a Test 2 update then were needed to help to clarify the relative value of individual Test Noise analyses.

DP also had a series of topics that he went through, with brief discussion. Those are summarized below in the following paragraphs.

- A historic baseline is needed to compare conditions before and after the opening of Runway 14-32.
- Basic Logan airport noise abatement information is needed – events, noise exposure, and noise impacts – by runway end, all aircraft.
- Flight Tracks with RNAV (design) route and (actual, calculated) center of flight tracks are needed. DP referenced the FAA R33L DEP 1-Year Post-Implementation Report and the Massport EDR.
- A comparison of noise levels of arrivals vs departures is needed. DP said that he had requested that information but had not received anything. TE said that she had been looking for a specific request, but had not received it or may have missed it. DP said that he would forward it to TE.
- The Runway Use Test 1 Last and First Change Operations Report , Test 2 Day AM and PM Change Update, and Test 3 Night and Late Night/Early Morning Decrease – Massport and FAA.
- BLANS Phase 3 Schedule needs to be updated with new dates; the format needs to be changed for better readability and printing.

- He provided a reminder regarding Logan CAC scheduled meetings – bimonthly, second Thursday, 6-8:30 p.m., with the next meeting scheduled for September 10, with Massport and FAA invited at beginning and an allowance for public comments at end.
- He asked what FAA efforts were in place regarding national RNAV complaints – is there a team or task force? TE replied that there is no team reviewing this at a national level, that the reviews were airport-specific.

DP also asked about the status of the FAA and Massport Response to the four January 15<sup>th</sup> CAC motions. TE said that she had assembled various responses and forwarded an overall response to Sandra Kunz (previous CAC President). TE said she would forward the response to DP.

DP and WZ discussed public access to FAA and Massport data files. FL and TE acknowledged that such access was important but that it was outside of the scope of the BLANS scope of work and should be addressed in ongoing Logan CAC and Massport advisory meetings.

The timing for the next PMT meeting was discussed. DP said that it should be held in August, but after receiving RA's report on Runway Use Test #1. JW said he would begin to poll the PMT to find a date.

### Action Items

- ✓ RA to send additional data request regarding Test #1 during the week of July 20 and to provide the assessment report on Test #1 to DP by mid-August for distribution to CAC prior to the September 10 meeting.
- ✓ TE to send DP a link to the information request protocol on the BLANS website; DP then to provide changes to the text and identify CAC membership changes.
- ✓ RA and DP to discuss the potential for tweaks to Runway Use Test #2 for the remainder of the test period.
- ✓ TE to coordinate any changes to Test #2 recommended by DP and RA.
- ✓ DP to work with RA to develop a data request for nighttime operations, aircraft types, etc.; and submit the request to Massport. FL then to provide the requested information if available.
- ✓ TE to send prior information on potential post implementation reporting metrics for BLANS measures to DP
- ✓ JW and RA to revise the scope to include the development of metrics for post implementation reporting on BLANS measures
- ✓ JW to have CRO runway use information reviewed and to initiate development of the updated 2015 baseline; the goal would be to have the revised baseline completed by the September 10 CAC meeting.
- ✓ DP to get input from CAC regarding noise analyses of individual runway use tests - after RA Test #1 Report and Test #2 Update mid-August and to provide direction/obtain agreement regarding removing the noise analyses of individual tests from the scope.
- ✓ DP to send the request for information comparing the noise levels of arrivals versus departures to TE

- ✓ JW to update BLANS schedule and reformat it to black and white for improved printing capability and readability.
- ✓ TE to send DP the FAA's response to the CAC motions previously sent to Sandra Kunz
- ✓ JW to poll the PMT on dates for a meeting in mid to late August.

**Attachments:**

DP email to JW 17 July 2015, RE: Brief Agenda for Today's Call

**Distribution:**

13-10-0793

**Meeting Attendees**

c:\users\jwilliams\desktop\jcw files\client files\massport\logan airport noise study\phase 3\phase 3 meeting notes\pmt meeting 07172015\20150729

20150722\_pmt\_meeting\_07172015\_notes\_v3.docx

## John Williams

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**From:** Darryl Pomicter <dpomic@aol.com>  
**Sent:** Friday, July 17, 2015 6:03 PM  
**To:** John Williams; Terry English; Flavio Leo; Jerry Falbo; Ralph Dormitzer; wigzamore@gmail.com; Declan Boland; Rob Adams; Cheryl McCullough  
**Cc:** Gary Banks; Frank Chin; Cindy Christiansen; Frank Ciano; Robert Clifford; Larry Costello; 'James Cowdell'; Robert D'Amico; Dennis Duff; Alex Geourntas; Charles Gessner; Myron Kassaraba; Will Lyman; James MacDonald; Bernice Mader; Chris Marchi; Terry McAteer; Paul Meleedy; Robert Pahl; Susanne Rasmussen; Fred Sannella; Yelena Shulkina; Rodney Singleton; Pam Smith; John Stewart; William M. Sweeney; Irene Walczak; Jonathon Walzer; David Carlton; 'Bill Deignan'; Bob Driscoll; David Godine; Michael Lindstrom; Endri Misho; Joseph Moccia; Martin Nee; Robert P. Reardon, Jr.; Allison Stieber; Harvey Steiner; Ron Vickers; Alan Wright; Rod Hobson; Maura Zlody  
**Subject:** RE: Brief Agenda for Today's Call--Project Management Team  
**Attachments:** 20130805, Technical Committee, Phase3KickoffMeetingNotes-August-5-2013.pdf

John,

My Other Discussion items from late in the meeting today. Some with relevant comments in earlier discussion today, and some with limited time for discussion today. With relevant prior communications further below.

1. Historic Baseline.
2. Basic Logan airport noise abatement information—events, noise exposure, and noise impacts—by Runway End, all aircraft.
3. Flight Tracks with RNAV (design) route and (actual, calculated) center of flight tracks.
4. Noise Levels of Arrivals vs Departures.
5. Test 1 Day Last and First Change Operations Report, Test 2 Day AM and PM Change Update, and Test 3 Night and Late Night/Early Morning Decrease—Massport and FAA.
6. BLANS Phase 3 Schedule—update and format.
7. Logan CAC scheduled meetings—bimonthly, second Thursday, 6-8:30—next September 10—with Massport and FAA invited at beginning and Public Comments at end.
8. FAA efforts on national RNAV complaints—team/task force?

I hope you are feeling better.

Thanks very much.

Darryl  
President , Logan CAC

1. 20130805, Technical Committee, Phase3KickoffMeetingNotes-August-5-2013

J. Davies responded...The FAA has operated BOS the way that they wanted to for the past ten years, without following PRAS. They have many higher priorities, and they weren't able to achieve good results when they tried. Recent usage should be the starting point, the baseline—which they have achieved. Operational decision making can be tweaked, but not changed completely.

D. Pomicter asked Joe, "What would change from the current?"

F. Leo stated that he likes the idea of using the past ten years as a baseline. That Massport would consult with the FAA and try to propose changes to the CAC from current actual.

D. Pomicter stated that we need to start with knowing the current noise impacts baseline. Arrivals and Departures by each of the six Runway Ends. For the past five years since the opening of R14-32 shifted

runway use patterns, and for at least the five years prior to Runway 14-32. All modeled aircraft—jets, turboprops, and piston props. Operations actual and day-night weighted and noise DNL dBA. Number of Events Above and Time Above each Noise Level. As in Phase 2, to allow population weighting. And, noise-level weighting.

2. From: Darryl Pomicter [mailto:dpomic@aol.com]

Sent: Wednesday, 15 July, 2015 06:48

To: Tom Glynn (TGlynn@massport.com); 'Terry English'

Subject: Motions Passed at the CAC Meeting - 1/15/15 & Meeting July 14, 2015

As I stated, the Logan Community Advisory Committee Motion July 6, 2015:

MOTION: Moved and seconded that the Logan CAC requests Massport and the FAA respond formally, in writing to the four Logan CAC Motions agreed to January 15, 2015.

MOTION AGREED TO UNANIMOUSLY.

In addition to completing the Boston Logan Airport Noise Study, Phase 3 for a new Runway Use Program, please consider the four Logan CAC Motions agreed to January 15, 2015 and emailed to Massport and FAA January 22 to be highest priorities for the Logan CAC:

MOTION: Moved and seconded that:

The Logan CAC requests Massport provide basic Logan Airport noise abatement information:

1. Runway Use (Arrivals and Departures Operations) by Runway End.
2. Noise (Exposure and Impacts) by Runway End.
3. Noise (Exposure and Impacts) by Community from Runway End.
4. All aircraft (not just jets).

MOTION AGREED TO UNANIMOUSLY.

3. R33L DEP, FAA 20140911\_BOS\_33L\_1\_YR\_PostImplementation\_12days\_data\_Part1

Figure 1 Runway 33L LOGAN SIX Jet Departures Compared with Proposed Action

Figure 2 Runway 33L LOGAN SIX Jet Departures Compared with Proposed Action

Figure 3 Runway 33L RNAV Flight Tracks with Altitudes

R33L DEP, FAA 20140911\_BOS\_33L\_1\_YR\_PostImplementation\_12days\_data\_Part2

Figure 4 Runway 33L RNAV Flight Tracks with Altitudes

Figure 5 Runway 33L Flight Track Dispersion Comparison

Figure 6 Runway 33L Flight Track Dispersion Comparison

MEPA, 20122013\_EDR\_CD-version

Figure 6-4 RealContours air Carrier Jet Departure Tracks

Figure 6-5 RealContours Air Carrier Jet Arrival Tracks

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Figure 6-10 Runway 33L Night Light Visual Approach Tracks

4. From: Darryl Pomicter [mailto:dpomic@aol.com]

Sent: Wednesday, 11 March, 2015 23:45

To: 'Terry English' [re-sent 17 July, 2015]

Subject: Aviation Noise--Arrivals vs Departures?

How does Noise Levels compare for Arrivals vs Departures? Which is greater? When? My question is about the noise (energy) levels created by the aircraft. And, the noise levels reported, including calculated with the FAA Integrated Noise Model. The noise exposure (dosage) on communities and the noise impacts (effects) on people are subsequent.

5. From: Darryl Pomicter [mailto:dpomic@aol.com]

Sent: Wednesday, 15 July, 2015 21:09

Subject: London Heathrow Night Flights and New Runway--Test 3

FYI. Lessening Night Flights noise impacts seems to be the Logan CAC desired focus of Test 3. We need to determine US efforts. And, Logan possibilities—from current and Historic Baseline post-R14-32.

6. From: Darryl Pomicter [mailto:dpomic@aol.com]

Sent: Wednesday, 15 July, 2015 22:24

To: 'John Williams'

Subject: RE: Congratulations--Schedule Update

It seems it will need another update before long—to include current events and extend beyond October 2015?

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**From:** John Williams [mailto:j\_williams@ricondo.com]

**Sent:** Friday, 17 July, 2015 12:58

**To:** Terry English; Flavio Leo; Darryl Pomicter; Jerry Falbo; Ralph Dormitzer; wigamore@gmail.com; Rob Adams; Cheryl McCullough

**Subject:** Brief Agenda for Today's Call

Agenda for Today's Call

Update on Runway Use Tests and Analysis

Schedule for concluding Test #2

Development of Test #3

Re-scoping and Re-budgeting Process

Other Discussion Items

Next Steps

Apologies for getting this out so close to meeting time.

JOHN C. WILLIAMS | Senior Vice President

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