

English, Terry (FAA)

From: English, Terry (FAA)
Sent: Monday, July 18, 2016 5:11 PM
To: 'Darryl Pomicter'
Cc: fleo@massport.com; McCullough, Cheryl (FAA); j_williams@ricondo.com; csandfoss@landrum-brown.com; radams@landrum-brown.com; Mark Perryman; Lattrell, Gail (FAA); lawfsg@winthropesq.com; wigzamore@gmail.com; rdormitzer@gmail.com
Subject: RE: Summary of Runway Use Restrictions, FAA Tower Order 7110.11M, Response to question on changes in FAA Order 7040.1H from 7040.1G - FAA Response to Review 91.119
Attachments: image2016-07-18-084318.pdf

Darryl,

Below and attached is FAA/legal's response to your request for review of 14 CFR 91.119 requirements. FAA/legal will need more time to respond to your question about the change in FAA Order 7040.1H from FAA Order 7040.1G.

"Please see attached e-mail response in 2011 from Chris Poreda re: Mr. Pomicter's questions concerning 14 CFR 91.119 requirements."

Regards,
Terry

From: Darryl Pomicter [mailto:dpomic@aol.com]
Sent: Wednesday, July 13, 2016 9:29 PM
To: English, Terry (FAA)
Cc: fleo@massport.com; McCullough, Cheryl (FAA); j_williams@ricondo.com; csandfoss@landrum-brown.com; radams@landrum-brown.com; Mark Perryman; Lattrell, Gail (FAA); lawfsg@winthropesq.com; wigzamore@gmail.com; rdormitzer@gmail.com
Subject: RE: Summary of Runway Use Restrictions, FAA Tower Order 7110.11M, Response to question on changes in FAA Order 7040.1H from 7040.1G

Terry,

Thank you for having your FAA legal department review:

These runway use restrictions were eliminated in 7040.1H, 2007 October 28—during BLANS, by FAA personnel participating in BLANS, with no notice to Logan CAC—with no opportunity for public comment before or after, and still not available online. These eliminations—changing noise abatement operating procedures below 3,000 feet and impacting Population with annual Noise Exposure DNL >65dBA were made without the required Environmental Evaluation, including Public Notice, to satisfy FAA (and EPA) regulations:

Please also have them review and opine:

The elimination/revision/change and current Standard Operating Procedure—turn as soon as practicable after takeoff—violate FAR 14 CFR 01.119 Minimum Safe Altitudes, "Except when necessary for takeoff..." Including CAB Interpretation—minimum time not in compliance, "during every instant".

And, what about the 1976 Noise Rules and Regulations? Does FAA just accept Massport avoidance of providing—in this BLANS joint FAA, Massport, and CAC efforts to develop of a new Runway Use Program? Or, does FAA exercise its convincing power, abilities and responsibilities?

Thank you,
Darryl

Darryl Pomicter, President
Logan Airport Community Advisory Committee

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From: Terry.English@faa.gov [<mailto:Terry.English@faa.gov>]

Sent: Wednesday, 13 July, 2016 17:07

To: dpomic@aol.com

Cc: fleo@massport.com; Cheryl.McCullough@faa.gov; j_williams@ricondo.com; radams@landrum-brown.com; csandfoss@landrum-brown.com; gail.lattrell@faa.gov; wigzamore@gmail.com; lawfsg@winthropesq.com; rdormitzer@gmail.com

Subject: RE: Summary of Runway Use Restrictions, FAA Tower Order 7110.11M, Response to question on changes in FAA Order 7040.1H from 7040.1G

Darryl,

I have referred your request for additional information on the FAA Tower Order changes in 7040.1H from 7040.1G to our legal department. I will get back to you and the PMT as soon as I hear back from legal.

Regards,
Terry

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

Sent: Monday, July 11, 2016 11:59 PM

To: English, Terry (FAA); Flavio Leo; José Massó; 'Declan Boland'; bdesrosiers@massport.com; tglynn@massport.com; 'Stewart Dalzell'; 'Frank Iacovino'; Brunelle, Brian (FAA); Hale, Andy (FAA); Hartigan, Coleman (FAA); Beasley, Cully (FAA); Lattrell, Gail (FAA); McCullough, Cheryl (FAA); Friedenber, Todd D (FAA); John Williams; Mark Perryman; Chris Sandfoss; Rob Adams; rmentzer@hmmh.com <AEDT>

Cc: Jerry Falbo; Wig Zamore; Ralph Dormitzer; Gary Banks; Bill Bochnak; Roseann Bongiovanni; 'David Carlon'; Frank Chin; Cindy Christiansen; Frank Ciano; Robert Clifford; Larry Costello; Bob D'Amico; Dennis Duff; Peter Eschauzier; Joan Falvey; 'Charles Gessner'; 'Myron Kassaraba'; Joanne Keith; Will Lyman; Jim MacDonald; Chris Marchi; Terry McAteer; John McVeigh; 'Paul Meleedy'; Susanne Rasmussen; Jill Romano; Paul Sacksman; Fred Sannella; Yelena Shulkina; Pam Smith; John Stewart; William Sweeney; Irene Walczak; Jonathan Walzer; Alan Wright; Tom Ambrosino; Michael Andresino; Thomas Ballard; 'Bill Deignan'; Dwayne Desaulniers; Bob Driscoll; Michael Lindstrom; Endri Misho; Joe Moccia; Martin Nee; 'Robert Pahl'; 'Robert Reardon'; 'Allison Stieber'; Harvey Steiner; 'Ron Vickers'; Rod Hobson; Maura Zlody

Subject: FW: Summary of Runway Use Restrictions, FAA Tower Order 7110.11M, Response to question on changes in FAA Order 7040.1H from 7040.1G

Terry and Flavio,

Two important issues—to allow improved Noise Abatement overall—are being avoided. We would like additional information: 1976 Massport Noise Rules and Regulations and No Departure Turns Before Airport Boundary:

1. The original, 1976 Massport noise rules and use restrictions are very relevant. We would like to compare them with current—as we try to agree on future. And, your Summary Source Justification is not accurate:

"Massport - Logan International Airport Noise Abatement Rules and Regulations found at 740 CMR 24:00, dated July 1, 1986. The 1986 Noise Rules stand on their own, and do not incorporate by reference or otherwise any earlier rules."

- A. The Massport Noise Rules brochure prints 740 CMR 24.00—with deletions. The law is superior to the Massport edited version. 740 CMR 24.00 includes references to the earlier **Rules and Regulations for Logan International Airport:**
- (NOTES: (1) 740 CMR 24.03 was **formerly Part E, Article 11, sections B through 1 of the Rules and Regulations for Logan International Airport.**)
 - (NOTE: 740 CMR 24.04(1) was **formerly Part E, Article III, section A of the Rules and Regulations for Logan International Airport.**)
 - (NOTE: 740 CMR 24.04(2)(b) was **formerly Part E, Article III, section B(2) of the Rules and Regulations for Logan International Airport.**)
 - (NOTE: 740 CMR 24.05(10) was **formerly Part E, Article IV, section J of the Rules and Regulations for Logan International Airport.**)
- B. Massport documents and presentations note 1976 Noise rules and runway use restrictions:
- Sound Ideas On Noise Abatement : A Report On Noise Abatement
David W. Davis, Executive Director, Massport, 1989
<https://ia902604.us.archive.org/27/items/soundideasonnois00mass/soundideasonnois00mass.pdf>
 - **In 1976, the Massport Board adopted Logan's first noise rules and they remained effective, with some adjustments in 1980, for nearly a decade.** Over time, however, due to the development of newer airplane engines, many of those rules became outdated.
 - Noise Aviation Pollution In Airports: The Case Of Boston Logan International Airport
Antonios Boutatis, Massachusetts Institute of Technology, 2001 June
<https://dspace.mit.edu/bitstream/handle/1721.1/84257/49398622-MIT.pdf?sequence=2>
 - 5.2.1 1976 Logans master plan.
Developed in consultation with the airport stakeholders, and **adopted by Massport in 1976 the plan defines a series of policies that even today continuous to guide Massports airport noise abatement programs.**
The main substitute of the program summarize as follows:
 - " **Aircraft use restrictions promulgated through noise**
 - * **A preferential runway advisory system**
 - * **Changes in departure procedures and flights traks**
 - " Sound insulation of schools and residents beautiful romantic poetic shine
 - * A noise monitoring system
 - * Open planning with full participation
 - 5.2.2 Noise rules
Massachusetts Port authority establish higher costs for the aircrafts that do not meet federal Aviation Regulation Part 36 noise limits through a revised fleet noise rule and introduce a noise component to landing fees. **The first noise rules adopted in 1976**, revised in 1980, and 1986. (Massport "Logan Airport noise information report"- 1991 [July])
 - Mitigation at Boston Logan International Airport, A Non-Part 150 Airport
AAAE, 9th Annual Airport Noise Mitigation Symposium, Session #3: Mitigation at Non-Part 150 Airports
Fred Massaro, Massachusetts Port Authority, Fred Massaro, 2009 October 5, Slide 19 (partial)
<http://www.noise-mitigation-symposium.com/Presentations/2009/session3/Fred%20Massaro.pdf>
 - **1976: Noise rules relating to runway use**
 - **1976: Nighttime runway use restrictions**
2. FAA BOS TWR Order 7040.1G, Noise Abatement, 2002 February 15 included runway use restrictions:
6. POLICY GUIDANCE.
- d. **It is expected that turbojet and propeller driven departure aircraft shall be climbed to the highest interim altitude, as soon as possible, and not turned on-course immediately after takeoff over populated areas until reaching the airport boundary** unless operational circumstances dictate otherwise, consistent with facility procedural direction.

e.? Runway 4L Turboprop/prop Departures: Aircraft will not be turned right until vacating 1,500 feet MSL (? , not found complete online).

These restrictions should be noted in the Summary, the Order G version provided; and the changes made evaluated and reviewed properly.

A. These runway use restrictions were eliminated in 7040.1H, 2007 October 28—during BLANS, by FAA personnel participating in BLANS, with no notice to Logan CAC—with no opportunity for public comment before or after, and still not available online. **These eliminations—changing noise abatement operating procedures below 3,000 feet and impacting Population with annual Noise Exposure DNL >65dBA were made without the required Environmental Evaluation, including Public Notice, to satisfy FAA (and EPA) regulations:**

“The FAA would review the changes in light of the Aviation Noise and Capacity Act (ANCA) FAR Part 150 and Massport’s grant assurances, as well as the National Environmental Policy Act (NEPA). Modifications to existing noise abatement procedures will likely generate substantial public and political interest and require extensive public outreach. The time and effort to do this will require resources, including funding from FAA and/or Massport, which could delay the time it takes to initiate the changes and complete the environmental review process.”

B. Your reasons for not including in the Summary are disingenuous and insufficient: **“In addition, it is unclear of the source of the altitude departure requirements. For these reasons, they are not included in Order BOS ATCT 7040.1H.”** This is almost certainly included in the 1976 Noise Rules and Regulations you are avoiding providing for review (see 1. above). It seems elimination is Massport and FAA desire for Cape Air (with >11% of Logan operations and <1% Passengers)—to help them on their way more directly;. To improve Efficiency/Capacity, clearing the runway quickly for next (even if there is none)—putting additional very low, noisy, and random flights over the already most-impacted East Boston Neighborhoods. (Cape Air Cessna 402C, 9 passengers capacity, last built in 1985 are noisier than current jets with 10-15X Passengers.)

C. The elimination/revision/change and current Standard Operating Procedure—turn as soon as practicable after takeoff—violate FAR 14 CFR 01.119 Minimum Safe Altitudes, “Except when necessary for takeoff...” Including CAB Interpretation—minimum time not in compliance, “during every instant”.

Please don’t allow Massport and FAA to keep avoiding providing these basic Noise Abatement documents. To force formal Freedom of Information and Massachusetts Public Records requests. And, further delay providing until after the Boston Logan Airport Noise Study runs is ended. And, expect a new Runway Use Program (to supersede the in place and ignored, long-failed Preferential Runway Advisory System) to be agreed without providing a relevant and clear baseline of current.

Darryl

Darryl Pomicter, President
Logan Airport Community Advisory Committee

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PS Please make the attached documents available from the BLANS website, under Test 3:
http://www.bostonoverflightnoisestudy.com/phase3_documents.aspx

From: Terry.English@faa.gov [<mailto:Terry.English@faa.gov>]

Sent: Monday, 02 May, 2016 17:50

To: dpomic@aol.com

Cc: j_williams@ricondo.com; fleo@massport.com; gail.lattrell@faa.gov; radams@landrum-brown.com;

wigzamore@gmail.com; lawfsg@winthropesq.com; Cheryl.McCullough@faa.gov; todd.d.friedenberg@faa.gov; JMasso@massport.com

Subject: Summary of Runway Use Restrictions, FAA Tower Order 7110.11M, Response to question on changes in FAA Order 7040.1H from 7040.1G

Darryl,

Attached is the final table that provides a summary of runway use restrictions at Boston-Logan. I've also attached a copy of FAA Order BOS ATCT 7110.11M, Standard Operating Procedures (SOP). There were a few sections redacted for security purposes. This order and other sources referenced in the table will be posted to the BLANS website. In addition, see below for the official FAA response to your question about why requirements for certain departure altitudes in FAA Order 7040.1G were not included in FAA Order 7040.1H.

I got your voice message today to give you a call back. I am available between 8:30 and 10 AM tomorrow and between 1 and 2pm. Do either of these time slots work for you? I'm interested to hear, if you received the CAC vote needed to move ahead with Test #4.

Regards,
Terry

Darryl,

This is in response to your question on why **altitude requirements for turbojet, turboprop and prop departures** included in Order BOS TWR 7040.1G dated 2/15/02 at 6.d and 6.e-8.b(1), are not included in the current Order BOS ATCT 7040.1H dated October 28, 2007. Boston Tower has confirmed that the purpose of BOS ATCT Order 7040.1 (as stated in 7040.1H) is to describe the rules and imposed regulations required by the Massachusetts Port Authority (MASSPORT) to meet their noise abatement/mitigation commitments to surrounding communities. Massport has confirmed, that the altitude requirements for turbojet, turboprops and prop departures contained BOS TWR 7040.1G are not included in the Massport noise rules. **In addition, it is unclear of the source of the altitude departure requirements. For these reasons, they are not included in Order BOS ATCT 7040.1H.**

Regards,
Terry

Ms. Terry English
Program Manager, Boston Logan Airport Noise Study
FAA, Air Traffic Organization
Eastern Service Center, Operations Support Group

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

Sent: Tuesday, 12 April, 2016 21:24

To: Terry.English@faa.gov; Flavio Leo (fleo@massport.com); José Massó (jmasso@massport.com); 'Frank Iacovino (fiacovino@massport.com)'; Brian.Brunelle@faa.gov; Andy.Hale@faa.gov; Coleman.Hartigan@faa.gov; Cully.Beasley@faa.gov; Gail.Lattrell@faa.gov; Cheryl.McCullough@faa.gov; John Williams (j_williams@ricondo.com); Rob Adams (radams@landrum-brown.com)

Cc: Jerry Falbo (lawfsg@winthropesq.com); Wig Zamore (wigzamore@gmail.com); Ralph Dormitzer (rdormitzer@gmail.com); Gary Banks (getogeto@comcast.net); Bill Bochnak (wbochnak@ediclynn.org); Roseann Bongiovanni (roseannb@chelseacollab.org); 'David Carlon (david.carlon@mac.com)'; Frank Chin (heroamongus@gmail.com); Cindy

Christiansen (clcmilton@gmail.com); Frank Ciano (frankieboy@aol.com); Robert Clifford (Robert.W.Clifford@Delta.com); Larry Costello (lrcostello5@gmail.com); Bob D'Amico (robertdamico1@gmail.com); Dennis Duff (ddsunrise@comcast.net); Peter Eschauzier (pgeschauzier@me.com); Joan Falvey (JKfalvey@gmail.com); 'Charles Gessner (chgessner@mac.com)'; 'Myron Kassaraba (myronkassaraba@gmail.com)'; Joanne Keith (joannefkeith@gmail.com); Will Lyman (will@whitethroat.com); Jim MacDonald (jimmacdonald2003@aol.com); Chris Marchi (marchi.family@verizon.net); Terry McAteer (terry266@comcast.net); John McVeigh (jmcveigh@randolph-ma.gov); 'Paul Meleedy (paul.m@meleedy.com)'; Susanne Rasmussen (srasmussen@cambridgema.gov); Jill Romano (jill_romano@verizon.net); Fred Sannella (fsannella@reveremec.edu); Yelena Shulkina (lzaltsman@yahoo.com); Pam Smith (pamsmith2001@aol.com); John Stewart (stewartjj@yahoo.com); William Sweeney (bsweeneyit@hotmail.com); Irene Walczak (hydeparklogancac@gmail.com); Jonathan Walzer (walzerjh@gmail.com); 'Alan Wright'; Tom Ambrosino (tambrosino@chelseama.gov); Thomas Ballard (thomas.ballard@ge.com); 'Bill Deignan (wdeignan@cambridgema.gov)'; Dwayne Desaulniers (DDesaulniers@ap.org); Bob Driscoll (BeepaRLD@comcast.net); David Godine (drq@godine.com); Michael Lindstrom (mlindstrom@cityofmelrose.org); Endri Misho (emisho@gmail.com); Joe Moccia (joemoccia@comcast.net); Martin Nee (nee.m@comcast.net); 'Robert Pahl (rpahl@nbbj.com)'; 'Robert Reardon (rreardon@belmont-ma.gov)'; 'Allison Stieber (allistieb@comcast.net)'; Harvey Steiner (Harvey@artrelated.com); 'Ron Vickers (ron.vickers23@gmail.com)'; Rod Hobson (rod.hobson@verizon.net); Maura Zlody (maura.zlody@boston.gov)

Subject: FW: Updated Draft List of BOS Runway Use Restrictions dated April 12th--Test 3.B

Terry,

Thanks for the improvements. I'm sorry you will need to call-in tomorrow, rather than be there to go through these. I'm glad Andy Hale will be attending with Brian Brunelle.

We also need to include for review the No Early Turns restrictions of FAA BOS TWR Order 7040.1G, which were eliminated in 7040.1H, October 2007—with no public comment before or after, and still not available online: It seems at Massport request.

6. POLICY GUIDANCE.

d. It is expected that turbojet and propeller driven departure aircraft shall be climbed to the highest interim altitude, as soon as possible, and not turned on-course immediately after takeoff over populated areas until reaching the airport boundary unless operational circumstances dictate otherwise, consistent with facility procedural direction.

Regards,

Darryl

Darryl Pomicter, President
Logan Airport Community Advisory Committee

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From: Terry.English@faa.gov [<mailto:Terry.English@faa.gov>]

Sent: Tuesday, 12 April, 2016 20:12

To: dpomic@aol.com; fleo@massport.com

Cc: j_williams@ricondo.com; radams@landrum-brown.com; lawfsg@winthropesq.com; wigzamore@gmail.com; rdormitzer@gmail.com; gail.lattrell@faa.gov; Cheryl.McCullough@faa.gov

Subject: Updated Draft List of BOS Runway Use Restrictions dated April 12th

Darryl,

Attached is an updated draft of the BOS runway use restrictions table. We still need to coordinate more internally to complete it. Attached are also Massport's 1986 Noise Rules. Hopefully, we will have copies of the Standard Operating

Procedures (SOP) manuals for Boston Tower and Boston TRACON soon to post to the BLANS website. Our legal department would like to review them first. I am awaiting their direction.

Regards,
Terry

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

Sent: Sunday, April 10, 2016 4:34 PM

To: English, Terry (FAA); Flavio Leo

Cc: John Williams; Rob Adams; Jerry Falbo; Wig Zamore; Ralph Dormitzer; Lattrell, Gail (FAA); McCullough, Cheryl (FAA)

Subject: FW: List of BOS Runway Use Restrictions - April 10th Draft

Terry and Flavio,

Please quote explicitly from the documents. To improve understanding and lessen misunderstanding and misinterpretation.

Simple, black and white formatting is best. No unimportant background shading.

What's required to use Runway 4L for Departures within the current takeoff noise emission level? Complying with Logan Noise Rules and FAA Tower Order, Noise Abatement. Modifying the FAA SOP interpretation "no jets" to be consistent..

(What jet models comply? What portion of Logan fleet? (I think >50%))

I. MASSACHUSETTS PORT AUTHORITY (MASSPORT) NOISE RULES AND REGULATIONS

1.

(a) Takeoffs from Runway 4L shall be limited to aircraft with a takeoff noise emission level of 73 dBA or less and landings on Runway 22R shall be limited to aircraft with a landing specified noise emission level of 78 dBA or less. For purposes of this section the term "specified noise level" shall mean the noise level for the type of operation in question (i.e., landing or takeoff) as published in the then current FAA Advisory Circular. (Included in FAA BOS ATCT Noise Abatement Tower Order 7040.1H)

V. BOSTON TOWER AND TRACON STANDARD OPERATING PROCEDURES MANUAL

1. A "no jets" clause for Runway 22R arrivals and RWY 4L departures

I. RUNWAY 14-32

1. Runway 14-32 is a uni-directional runway with departures only on Runway 14 (to the northwest) and arrivals only on Runway 32 (from the northwest)

2. Runway 14-32 can be used only when winds are equal to or greater than 10 knots from the northwest (from a heading of between 275 and 005 degrees) or from the southeast (from a heading of between 95 and 185 degrees)

VIII. MITIGATION MEASURES

1. Runway 14-32 Unidirectional Limitation.

The Runway 14-32 component of the Preferred Alternative has been conceived and proposed by Massport to accommodate unidirectional operations only. All aircraft arrivals will occur over Boston Harbor to the Runway 32 approach end. All departures will take off from the Runway 14 end heading out over Boston Harbor.

Given these physical and environmental considerations, Massport as airport proprietor proposes to limit Runway 14-32 to unidirectional operations only. FAA agrees to and will develop air traffic control procedures that will ensure the safe and efficient use of the runway in a manner consistent with Massport's intent of unidirectional use, subject to variances that may be required to accommodate particular aircraft emergencies.

2. Wind-Restricted Use of Runway 14-32.

Massport, with support from FAA, has committed to reassess the PRAS program, which establishes runway end utilization goals, as part of its Section 61 Findings. Given the reassessment of PRAS, it is reasonable to maintain historic runway utilization patterns rather than use Runway 14-32 to change runway use patterns, particularly when such changes are not necessary to achieve the principal delay-reduction benefit of the runway. Therefore, FAA may use Runway 14-32 when winds are 10 knots or greater from the northwest or southeast, in accordance with parameters explained later in this section. As designed, this mitigation measure for the Preferred Alternative will prevent Runway 14-32 from causing shifts in runway utilization from what currently occurs.

The wind restriction will limit the use of Runway 14-32 to those times when winds are equal to or greater than 10 knots from the northwest or southeast (between 275 degrees and 005 degrees, or 095 degrees and 185 degrees respectively). Since this wind restriction does not materially change runway utilization when compared to calendar year 2000 runway end use, the 10-knot wind restriction also reduces the total number of people within the 65 DNL contour when compared to the No Action Alternative.

The 10-knot wind restriction achieves the purpose and need of the Airside Project because it is predicted to reduce delays during northwest wind conditions. At the same time, a 10-knot wind restriction, as designed, prevents Runway 14-32 from changing overall runway utilization patterns at Logan, enhances consistency of the Project with City of Boston land use planning objectives, and thus addresses some of the public's concerns regarding Runway 14-32. The 10-knot wind restriction enhances consistency with local planning by removing all but a small area of piers on the South Boston waterfront from the 65 DNL contour, under the long-term 37.5 Million High RJ Fleet, when compared to the unrestricted Preferred Alternative (Figure 3.8-17 of Final EIS).

In addition, pending resolution of the ongoing state court litigation, the FAA will also begin working with the City of Boston, the CAC, and Massport to formalize an agreement to address further ways to monitor how the restriction impacts the surrounding communities and the traveling public. This agreement will provide opportunities for the Mayor of Boston (or his representative) and the CAC to meet regularly with the FAA to understand how the restriction will be utilized, to review PRAS reports, and to discuss progress on the use of the runway in accordance with the restriction. This agreement will be revised as necessary to reflect any settlement agreement that lifts the state court injunction.

I V NON-USE OF RUNWAY 9 FOR ARRIVALS

1. There are no instrument approaches, current configurations or standard operating procedures or letters of agreement that would define how to safely use Runway 9 for arrivals. It is only used in the event to prevent a go around by a Runway 4L arrival for smaller more maneuverable aircraft proceeding visually to it. FAA – FAA determined not to use Runway 9 for arrivals for safety and efficiency reasons except to prevent a go around to Runway 4L. Safety and efficiency reasons are as follows: (1) tall buildings of the City of Boston are directly in the way (safety) ,

What safety regulations? FAR 14 CFR 91,119 Minimum Safe Altitudes?

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:
(a) Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
(b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

What buildings?

Phase 2 Measure RW 22R Departures acceptable route turned non-jets to 260 degrees

RW 27 Dep Flight Tracks show some jets ~ straight ~270 degrees, not turning to 235 degrees—showing possibility.

2014 Runway Use RW 9 Arr 40 arrivals—showing some use.

Why can't RW 9 Arr be used for non-jets (~15% total)? Some conditions. To allow more equitable distribution of noise impacts. Currently relatively Quiet Valley in the Noise Contours.

Thanks,

Darryl

Darryl Pomicter, President
Logan Airport Community Advisory Committee

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From: Terry.English@faa.gov [<mailto:Terry.English@faa.gov>]
Sent: Sunday, 10 April, 2016 15:39
To: dpomic@aol.com
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Cheryl.McCullough@faa.gov
Subject: RE: List of BOS Runway Use Restrictions - April 10th Draft

Darryl,

Attached is a **rough draft** of the runway use restrictions table. I updated it as much as I could, but we still need some additional information to complete. I'm hoping we will have that tomorrow. It also needs some fine tuning w/existing information. If you have time to look at it today, please provide me with any comments or questions you have that we can hopefully address tomorrow.

John,

Can you please have someone at Ricondo correct the table formatting ASAP tomorrow?

Thanks,
Terry

From: English, Terry (FAA)
Sent: Friday, April 08, 2016 4:25 PM
To: Darryl Pomicter
Cc: Leo, Flavio; Lattrell, Gail (FAA); williams john; Rob Adams; McCullough, Cheryl (FAA)
Subject: List of BOS Runway Use Restrictions - Status

Darryl,

I still have some work to do to complete the runway use restrictions table based on comments I received earlier today. I am also waiting to hear on one other piece of information to include. Our focus today was to ensure you received the Test 4 information. I may be able to get you a draft copy of the restrictions list over the weekend (for your comment) in hopes of finalizing with FAA / Massport on Monday.

Terry

Ms. Terry English
Program Manager, Boston Logan Airport Noise Study
FAA, Air Traffic Organization
Eastern Service Center, Operations Support Group

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From: Darryl Pomicter [<mailto:dpomic@aol.com>]
Sent: Monday, 04 April, 2016 12:56
To: Terry.English@faa.gov
Subject: Runway Use Operating Restrictions: No Early Turns

Terry,

As requested when we talked today, FAA Order 7040.1G BOS TWR, Noise Abatement, February 15, 2002, including:

6. Policy Guidance.

d. It is expected that turbojet and propeller driven departure aircraft shall be climbed to the highest interim altitude, as soon as possible, and not turned on-course immediately after takeoff over populated areas until reaching the airport boundary unless operational circumstances dictate otherwise, consistent with facility procedural direction.

Page 2 MISSING—6.e-8.b(1).

Missing referenced: BONS Air Traffic Base Conditions, Ricondo, 2004

December): http://www.bostonoverflightnoisestudy.com/docs/Air_Traffic_Baseline_Conditions_Report.pdf

Runway 4L Turboprop/prop Departures:

Turboprop/prop aircraft will be assigned headings of 270° clockwise through 020° based on the intended route of flight and the spatial relationship of other departing aircraft. Aircraft will not be turned right until vacating 1,500 feet MSL in accordance with BOS Order 7040.1G, Noise Abatement.

8

d. Use of Runway 4L-22R.

(1) Takeoffs from Runway 4L shall be limited to aircraft with a takeoff noise emission level of 73 dBA or less. (Examples of aircraft that meet this criteria are BE02, BE99, SF34, DH8)

(2) Landings on Runway 22R shall be limited to aircraft with a specified noise emission level of 78 dBA or less. (Examples of aircraft that meet this criteria are BE02, BE99, C402)

Found online only incomplete in:

Attachment G: Correspondence and Meeting Minutes for Centerfield Taxiway Study, Logan International Airport

HMMH Report No. 300280.008 May 2006

Prepared for: Federal Aviation Administration Logan International Airport East Boston, Massachusetts 02128

Prepared by: Christopher Menge, Robert Miller

Superseded October with H version October 28, 2007, including eliminating the first two and maintaining the third, noise (not no jets).

Darryl

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