Date: **2016 May 10**

To: **Logan CAC Representatives**

From: **Darryl Pomicter**

RE: **Logan Community Advisory Committee Meeting Agenda**

Time: May 12, 2016, Thursday, 6:00-9:00 PM
(Security sign-in and escort to meeting room)
Place: Logan Office Center, 1 Harborside Drive, Human Resources Training Room
(Parking before and after building, in free open lots)
Call-in: USA Toll- Free: 877-848-7030, Participant Code: 4101625
(Massport to provide speakerphone with extension microphones
and large-screen computer display with Internet access.)

6:00-6:05 Open Meeting (with Quorum) Darryl Pomicter
- Proxies (to attending Representative or Alternate, copied to President and Clerk)

6:05-6:10 Introductions Darryl Pomicter
- Telephone:
- Logan CAC: (New: Bill Bochnak, Lynn; and John McVeigh, Randolph0
- Guests (observing):

6:10-6:15 Meeting Minutes Acceptance Darryl Pomicter
- April 13, 2016, Draft May 5 [attached, no comments received yet, May 10]

6:15-6:20 Massport Community Advisory Committee Dave Carlon
- Massport CAC Orientation Training, Saturday, May 7
- Next Meeting(s) June?

6:20-6:25 Massport Board Meeting, March 24, 2016 Darryl Pomicter
- Noise Presentations, now Mass Public Records Law request & response

6:25-6:30 Enter Executive Session
- To discuss strategy with IC, Massport, and the FAA, to complete BLANS, Phase 3—and implementation

6:30-6:40 BLANS Phase 3, Scope and Schedule and Budget Revisions, Option 6 D Pomicter

- LCAC-Massport 7th Amendment, terminate December 31, 2016, executed April 20
- L&B Independent Consultant
  - L&B suspended work, with non-payment since December 2016
  - Consulting Services Personnel
  - Invoicing Monthly
  - LCAC-L&B Contract Amendment

6:40-6:45 Noise Metrics and Monitoring Program Darryl Pomicter

- Flight Tracks (March) with RNAV Design Graphics including lateral and vertical profiles, waypoints and gates with altitude, centers/averages, range, and standard deviation
- Why so many below minimums—how to get higher? Airline pilots letter.

6:45-6:50 Noise Information Darryl Pomicter

1. Runway Use, Arrivals and Departures, by Runway End (Events, N)
2. Noise Exposure and Impacts by Runway End (DNL and LWP)
3. Noise Exposure and Impacts by Community from Runway End (DNL and LWP)
4. All aircraft in Noise Model (jets, turboprops, and piston props)
5. Historic Baseline: 5 years before new Runway 14-32, 2007 and since

6:50-7:00 BLANS, P3, Runway Use Program—Tests 1, 2 & 3 Darryl Pomicter

Test 1, completed May 10. Respite, change first AM configuration from last PM configuration. Massport to edit file to evaluate, and then IC to Report:

- ~20% M1, 13% M2, 11% M3, 25% M4, and 31% No Change?
- Add Totals (and check totals and reconcile errors)
- Add Summary: Runway Configuration Use: first AM and last PM
- Add Columns and Summary: No Change Reasons: Weather, Availability, Volume

Test 2, completed Nov 10. Respite, change configuration late morning (9:30 AM) and afternoon (2:30 PM). Massport to edit file to evaluate, and then IC to Report:

- **0% Late Morning?**, ~49% Afternoon (~14:00), and **~24% Evening (~19:00)?**
- Add Totals (and check totals and reconcile errors)
- Add Summary: Runway Configuration Use: Morning, Afternoon, and Evening
- Add Columns and Summary: No Change Reasons: Weather, Availability, Volume

Test 3, Information Sharing, Current. (No Operations Test.)

3A. Night (10 PM-7 AM) Noise Impacts. (And, Late Night-Early Morning Sleep (12 AM-5 AM?) Massport to edit file to evaluate, and then IC to Report:

- Add Summary: Aircraft (all) by Stage and Noise Level (and by Airline)
- Add Summary: Flights by Hour (and by Aircraft by Stage and Noise Level)
- Add Summary: Flights by Hour (and by Airline)
- Add Summary: Flights by Airline (and by Aircraft by Stage and Noise Level)

3B. Runway Use Restrictions. Including source justification and process for review and possible revision.

- Noise Restrictions
- Operational Restrictions

7:00-8:00 Test 4, June-September? Darryl Pomicter

I. <u>Goals:</u>

1. More equitable distribution of Noise Impacts and decreased Noise Impacts overall. Develop and agree on metrics and reporting format to evaluate actual and changes. Develop and agree on a Monitoring Program for implementation and effectiveness. With timely and relevant reporting of actual and changes.
2. Balance Runway Use shorter term for Respite: Dwell, hours and consecutive hours daily, and Persistence, days and consecutive days monthly. Between all Runway Ends. Avoid excessive use of any Runway. Need is increased by RNAV, less-than-annual noise exposure concentrations.
3. ~~Balance Runway Use longer term, between Runway Ends used (nominally) in the same wind conditions. (Without increasing previous total use; within previous range for each Runway End.) RW 33L/R Dep-15R/L Arr and RW 27 Dep-9 Arr. Runway use balance shifted since 2007, new RW 14-32. Need is accentuated by seasonal winds significantly increasing seasonal use of some runways (and with RNAV).~~
   ~~OPTION for Logan CAC: The 10-knot wind restriction for Runway 14-32 as required per the FAA's 2002 Record of Decision for the Boston-Logan Airside Improvements Project will not apply during the test period.~~
4. Balance Runway Use longer term, overall, between all Runway Ends. ~~Decrease use of historically most-used Runway End. RW 4L/R Arr-22R/L Dep.~~ Need is accentuated by seasonal winds significantly increasing seasonal use of some runways (and with RNAV).
5. Balance considering all airplanes (in Noise Model), Arrivals and Departures Operations, all runways at each of the 6 Logan Runway Ends. Balance considering Operations Events, Noise Exposure weighted with Population for Noise Impacts, and Intruding Events.

II. **<u>Metrics-Monitoring</u>**:

1. <u>Respite by Runway End</u>
   A. Persistence.
      a. Monthly days with use. Total days with any use.
      b. Consecutive days of use. $1^{st} + 2^{nd} + 3^{rd} + 4^{th} = 3$
      c. Weighted consecutive days with use. $1^{st} + 2^{nd} + 3^{rd} + 4^{th} = 1 + 2 + 3 + 4 = 10$
   B. Dwell.
      a. Daily hours with use. Total hours with any use.
      b. Daily periods with use: Overnight, 00:00-05:59; Morning, 06:00-11:59; Afternoon, 12:00-17:59; and Evening, 18:00-23:59.
      c. Daily consecutive periods with use. Overnight and Morning + Morning and Afternoon + Afternoon and Evening = 3
      d. Weighted daily consecutive periods with use. Total: 2 consecutive periods = 4; 3 consecutive periods = 8; 4 consecutive periods = 16.
   C. Persistence-Dwell.
      a. Consecutive days same periods with use. Total periods with any use same period the prior day. Overnight to Overnight + Morning to Morning + Afternoon to Afternoon + Evening to Evening.
      b. Weighted consecutive days same periods with use. Total for all periods: 2 consecutive days same period = 4; 3 consecutive days same period = 8; 4 consecutive days same period = 16.

2. Runway Use by Runway End
   A. Arrivals and Departures Operations, Events (N) by Runway End and Total. All airplanes in Noise Model. (# and %)
   B. Noise Exposure, annual, Day-Night Average Sound Level (DNL) by Runway End and Total. Map contours by DNL level, and Population between contour DNL levels. (=>45 dBA)
   C. Noise Impacts, annual, Level-Weighted Population (LWP) by Runway End and Total.
   D. Noise Impacts, shorter term, Intruding Events (N Lmax 70 dBA Day + Lmax 60 dBA Night). Map Contours by N level, and Population between contour N levels.
   E. (Also, Noise Exposure and Noise Impacts (and Intruding Events) by Community from Runway End.)

III. **Report Format-Operational Performance**
1. Persistence and Dwell Hours spreadsheet:
   A. Daily Hours horizontally, 00-24. Delineating periods: 00-06, 06-12, 12-18, 18-24.
   B. Monthly Days vertically, 1-31. Delineating week beginning and end: Monday-Sunday.
   C. Each Hour/Day allowing coloring (ROYGBIV) for use of all (6) Runway Ends. Arrivals 4LR, 9, 15LR, 22LR, 27, 33LR over Departures: 22RL, 27, 33RL, 4RL, 27, 15RL.
   D. Persistence, monthly days and consecutive days totals vertically.
   E. Dwell, daily hours, periods, and consecutive periods totals horizontally.
   F. Persistence-Dwell, consecutive days periods of use totals vertically.
   G. Monthly Average Day. Hour colored (by Runway End Arrivals and Departures) if used >50% days, average Persistence, average Dwell, average Persistence-Dwell.
2. Arrivals and Departures Events spreadsheet—same worksheet layout and format overall as Persistence and Dwell Hours worksheet:
   A. Daily Hours horizontally, 00-24. Delineating periods: 00-06, 06-12, 12-18, 18-24.
   B. Monthly Days vertically, 1-31. Delineating week beginning and end: Monday-Sunday.
   C. Each Hour/Day with Events of any runway by all (6) Runway Ends. Arrivals 4LR, 9, 15LR, 22LR, 27, 33LR over Departures: 22RL, 27, 33RL, 4RL, 27, 15RL.
   D. Events, Arrivals and Departures, monthly totals vertically (by hour, period).
   E. Events, Arrivals and Departures, daily totals horizontally
   F. Monthly Average Day. Average hourly Events of any Runway by all (6) Runway Ends. Average daily Events of any runway by all Runway Ends, Arrivals and Departures.
3. Wind and Maintenance/Repair Conditions spreadsheet—same hours horizontally and days vertically layout and format overall as Hours and Events spreadsheets:
   A. Wind Direction and Speed when changed, by hour of change.
   B. Color hours each day a Runway is not available for operation due to Maintenance/Repair, and note reason.
   C. Runway Configuration when changed, by hour of change, noting reason for change: Wind, Maintenance/Repair, Schedule Load, or Noise Abatement.

D. Note Runway Configuration selection is based upon Schedule Load, Maintenance/Repair availability, Wind Direction and Speed (acceptable wind, NOT optimal wind), and Noise Abatement.

IV. **Report Timing**

1. Prior year period, 2015 June-July-August, in intended Test Report Format by Massport to FAA ATCT and LCAC by three weeks after LCAC Test acceptance—to allow edit before start of Test.
2. Daily through previous day by Massport for FAA ATCT. Following day AM.
3. Weekly through previous week ending Sunday by Massport to FAA ATCT and LCAC. By Wednesday after the last day of the previous week.
4. Monthly for Review Meeting with Massport, FAA ATCT, and LCAC. By the 2nd Wednesday after the last day of the previous month (8-14 days).

V**. Evaluation Comparison**

1. Prior year (same months) period (June-September) 2015.
2. Seasonal (same months) period (June-September) average—2015-2013.
3. Post and Pre RW 14-32, 2007 multi-year averages.
4. Phase 3 Baseline 2015 year.

8:00 Exit Executive Session/Return to Public Session

8:00-8:30 Elections — Jerry Falbo

- Nominations and seconds
- Voting by Ballot
- Counting and Results

8:30-8:40 New Business

8:40-8:50 Public Comments
(3 minutes each, depending on number)

8:50-8:55 Next Meeting(s)

- Bimonthly, second Thursday, 6-9:00—July 14 (Sept 8, November 10)
- Project Management Team Call—?

8:55-9:00 Adjourn