

**MASSACHUSETTS PORT AUTHORITY COMMUNITY ADVISORY COMMITTEE
AVIATION OPERATIONS SUBCOMMITTEE
AGENDA FOR THE MEETING TO BE HELD ON**

November 29, 2017, 4:00 P.M. to 6:30 P.M.
Boston City Hall – 9th Floor BDPA (BRA) Board Room

Parking in the Haymarket Garage on Congress and Sudbury Street, the Government Center Garage (Sudbury Street) or the Dock Square Garage (20 Clinton Street).

Note that the front door to City Hall is locked at 5:30 so people will have to exit onto Congress Street.

Agenda

1: Call to Order – Roll Call

2: Approve Minutes of the Meeting of November 14, 2017

3: Operational Data Reporting Program:

Logan International Airport's Operational and Fly Quiet Data Reporting Program is an Airport/Massport CAC initiative implemented by Logan Airport's Noise Abatement Office. Its purpose is to provide data in support of reasonably obtainable noise mitigation opportunities and to encourage individual airlines to operate as quietly as possible at BOS. The program promotes a participatory approach in complying with noise abatement procedures and noise mitigation opportunities by grading Massport, airline and controller performance and by making the scores available to the public via newsletters, publications, and public meetings.

The Operational Reporting Program offers a dynamic venue for implementing new noise abatement initiatives by praising and publicizing active participation rather than a system that admonishes violations from essentially voluntary procedures.

Program Goals:

The overall goal of the Operational Reporting Program is to influence Massport to be proactive in seeking and implementing noise mitigation opportunities and for airlines to operate as quietly as possible in the Greater Boston Area. A successful Operational Reporting Program can be expected to reduce both single event and total noise levels around the airport.

Program Reports:

Program reports communicate results in a clear, understandable format on a scale of 0-10, zero being poor and ten being good. This allows for an easy comparison between noise mitigation opportunities and between airlines over time. Scores are computed, and reports are generated each quarter. These quantitative scores allow Massport, airline management and flight personnel to measure exactly how they stand compared to other operators and how their proactive involvement can positively reduce noise in the Boston Area.

4: Fleet Noise Quality Report:

The Fly Quiet Program Fleet Noise Quality Rating evaluates the noise contribution of each airline's fleet as it actually operates at BOS. Airlines generally own a variety of aircraft types and schedule them according to both operational and marketing considerations. Fly Quiet assigns a higher rating or grade to airlines operating quieter, new generation aircraft, while airlines operating older, louder technology aircraft would rate lower. The goal of this measurement is to fairly compare airlines—not just by the fleet they own, but by the frequency that they schedule and fly particular aircraft into BOS. (See Fly Quiet Summary Report from SFO)

5: Noise Exceedance Report:

Eliminating high-level noise events is a long-standing goal of the Airport and the Massport CAC. As a result, the Airport has established relative single event maximum noise level limits at each noise-monitoring site. These thresholds were set to identify aircraft producing noise levels higher than are typical for the majority of the operations. Whenever an aircraft overflight produces a noise level higher than the maximum decibel value established for a particular monitoring site, the noise threshold is surpassed, and a noise exceedance occurs. An exceedance may take place during approach, takeoff, or possibly during departure ground roll before lifting off. Noise exceedances are logged by the exact operation along with the aircraft type and airline name. (See Noise Exceedance Rating Report from SFO)

6: Departure Quality Report:

Aircraft departing BOS using Runways 4R, 9, 15R, 22R, 27 and 33L are also considered by the Fly Quiet grading system that measure deviation from gate coordinates and established altitudes. The gates are established to create corridors that keep noise away from residential properties, over water and at higher altitudes when crossing impacted residential neighborhoods. In order to evaluate each airline’s performance, the system will log deviation from established gates and expected minimum altitudes for each departure route scored according to the deviation from the gate or altitude with negative scores for aircraft that deviate from the gates by closer approaches to and/or lower altitudes over populated areas. Deviations are logged by the exact operation along with the aircraft type and airline name shown as a graph of descending order of deviation. (See Shoreline Departure rating from SFO)

7: Dwell and Persistence Report:

The dwell and persistence rating tabulates and compares the incidence of excessive short term and long term exposure to aircraft overflights by community. The purpose is to inform discussion of the relative impact of the events per day of aircraft overflights. The data would be presented both as a relative comparison between communities, and events per day per community. The data is weighted by frequency of over flights i.e., a succession of frequent events or dwell, persistence over time i.e., continuation of existing conditions, and, time of event ie. waking vs sleeping hours. (See the Sydney Jet Aircraft Respite report)

8: Historical Comparisons Report:

The comparison of historical flight track data is to assess the impact of RNAV or RNP procedures or other changes to overflights over the communities impacted by the most used runway configurations at Logan (departures on 22R/15 and arrivals on 27, departures on 9 arrivals on 4L/R, departures on 27/33L and arrivals on 33L). Data will be presented as radar or WAAS graphical track overlays of current RNAV or RNP procedures compared to changes to same or to historical vectored flights, as well as population impacts at selected decibel intervals between 45 dB and 70 dB.

9: Public Comments

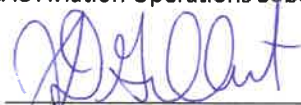
10: Topics not reasonably anticipated by the chairman at the time of the posting

11: Adjourn

I certify that on this date, this Notice was Posted as “Massport CAC Aviation Operations Subcommittee Meeting” at www.massportcac.org.

November 27, 2017

Date


Name J.D. Gilbert

Date Posted on Website: