MASSACHUSETTS PORT AUTHORITY COMMUNITY ADVISORY COMMITTEE
AVIATION OPERATIONS SUBCOMMITTEE
MINUTES OF THE MEETING

November 14, 2017, 10:00 a.m. to 12:00 noon
Massport Logan Office Center Building
One Harborside Drive
East Boston, MA 02128

Discussion and motions of support of Block 1 recommendations by Dr. R. John Hansman.

Attendees: (for the Aviation Operations Sub-Committee) Ralph Dormitzer, Chair; Cindy Christiansen, Gary Banks, Charles Gessner, Myron Kasarraba, Sandra Kunz, Richard Malagrifa, Frank Tramontozzi, Maura Zlody.

MCAC: Chair David Carlon, Andrea Adams, Irene Walczak, Wig Zamore

MIT: R. John Hansman, Luke Jensen

HMMH: Mary Ellen Eagan

Massport: Flavio Leo, Liz Becker, Tommy Butler, Frank Iacovino, Jason Ruggiero, Mile Vatalaro, Mark Wimmer,

Communities: Thomas Dougherty, Suzanne Knight, Andy Schmidt

The meeting was called to order at 10:00 a.m. there being a quorum of the Aviation Operations Subcommittee.

1. Moved by Richard Malagrifa and seconded that the Aviation Operations Sub-Committee supports the Reduced Speed Departures 1-D1 (ref. Procedure Design Concepts by R. John Hansman of 11/14/2017) from runways 33L and 27 consisting of a thrust reduction to approximately 1,000 AGL followed by an acceleration to 220 knots climb speed or minimum clean maneuvering speed whichever is greater until an altitude of 6,000' or 10,000' or NAPD-1 to 6,000', whichever will result in the greatest noise reduction for the greatest number of people.

Approved Unanimously

2. Moved by Richard Malagrifa and seconded that the Aviation Operations Sub-Committee supports the runway 15R and 22R/L departure way point relocations 1-D3a, b and c, whichever will result in the greatest noise reduction for the greatest number of people (ref. Procedure Design Concepts by R. John Hansman of 11/14/2017) consisting of a climb on runway heading to a post-takeoff turn as early as possible, then direct to waypoints as far as possible north and east.

Approved Unanimously

3. Moved by Richard Malagrifa and seconded that the Aviation Operations Sub-Committee supports the runway 33L overwater RNAV instrument approach procedure with RNP overlay 1-A1a (ref. MIT ICAT RNAV GPS Draft v5 overlay of 11/14/2017) which, as closely as possible, flies the Jet Blue RNAV Visual track.

Approved Unanimously

4. Moved by Richard Malagrifa and seconded that the Aviation Operations Sub-Committee supports the runway 33L overwater RNAV visual procedure 1-A1b (ref. Procedure Design Concepts by R. John Hansman of 11/14/2017) now in use by Jet Blue and distribution for general use by other airlines.

Approved Unanimously

Comments and additional narrative:

There was significant discussion about each of the four motions from Block 1 that resulted in changes to the language of the motions as originally proposed and is now included in the unanimously approved motions.

A specific recommendation is that the impact of the RNAV/PBN arrival "Lighthouse" procedure be subject to review for potential unintended noise impacts at intervals of 3 and 6 months after initial implementation.

Cindy Christiansen of Milton distributed two documents: "Density Plots Used in the MIT Study" and a compilation of documents from 9/19, 9/24, 10/17 and 11/6. (attached). Cindy Christiansen's major points are that the data plots from HMMH do not fairly represent the density of overflights over Milton and Dorchester because they exclude the 4L arrivals and because the color red represents 9+ flyovers/day on average, when those in the 4R/4L have about 170/day on average, and that the approaches to 4L/R are concentrated over a narrower path. There are navigation plates for the RNAV and ILS procedures from 2009 that show changes to the 4R arrival path. Also, the new wake turbulence categorizations that result in shorter separation for arrivals to closely spaced parallel runways is a PBN procedure that has caused even more concentration of arrivals to the 4's. The total noise over parts of Milton and Dorchester along the 4r/l paths have increased vs. decreases in other communities since that time as well. Requested that the HMMH data not misrepresent that actual impact of the changes with RNAV and PBN procedure implementation.

Thomas Dougherty of Milton commented that when 4L/R are used for arrivals, the concentration of flights in a narrow corridor over the town results in merely 10 to 15 seconds of noise relief between the impact of consecutive planes. Mr. Dougherty recommended that, in Block 2 of the study, the pre-RNAV aircraft dispersion be modelled with the goal of creating an RNAV or PBN procedure that replicated that dispersion. He also reiterated his request to have Dr. Hansman visit Milton.

Dr. Hansman commented that some aircraft avionics have memory limits associated with multiple paths.

Suzanne Knight of Milton read a prepared statement (attached) the main points of which are to encourage visits to affected communities, to hold public hearings and to hear directly from citizens of impacted communities.

Adjourn, November 14, 2017, 11:45 a.m.

Attachments: Presentation by Dr. Hansman 11/14/2017
Density Plots Used in the MIT Study – Cindy Christiansen
Documents from 9/19, 9/24, 10/17 and 11/6. – Cindy Christiansen
Prepared statement - Suzanne Knight

Approved Unanimously November 29, 2017