

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

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

Discussion of the Operational Data Reporting Program

Attendees: (for the Aviation Operations Sub-Committee) Ralph Dormitzer, Chair; Bob D’Amico, Cindy Christiansen, Jerry Falbo, Charles Gessner, Myron Kassaraba, Sandra Kunz, Maura Zlody.

MCAC: Chair David Carlon, Wig Zamore

Massport: Anthony Gallagher

The meeting was called to order at 4:00 P.M. there being a quorum of the Aviation Operations Subcommittee.

1: Moved by Charles Gessner and seconded to approve the Minutes of the Meeting of November 14, 2017

Approved Unanimously

2: Operational Data Reporting Program

The Aviation Operations Sub-Committee supports the development of an Operational and Fly Quiet Data Reporting Program at Logan International Airport. The Sub-Committee recommends that the program be implemented by Logan Airport’s Noise Abatement Office in collaboration with the Aviation Operations Sub-Committee. The reports shall be similar to those listed below and characterized by being easy-to-understand and quantifiable and, will lead to actionable noise reduction initiatives. The Sub-Committee does not recommend that the Noise Abatement Office develop new reports but, instead, use existing reports and formats and/or those available from other airport authorities or aviation consultants such as HMMH.

The Sub-Committee recommended that Massport coordinate a meeting between HMMH, the Noise Abatement Office and the Sub-Committee to review capabilities and identify relevant reports developed by HMMH for other airport authorities.

Anthony Gallagher committed to populating the reports and recommended a working group be created to collaborate on their selection.

The Sub-Committee submitted the following preliminary report to the Massport Community Advisory Committee for its general meeting of December 7, 2017.

“Massport Community Advisory Committee requests the Massachusetts Port Authority collaborate with the Committee in the development of easy-to-understand, quantifiable operational data reports that grade airlines, flight personnel, controllers and Massport on noise reduction performance and lead to noise reduction initiatives over time.”

Moved by Charles Gessner and seconded that the following is the priority order of requested reports.

Approved Unanimously

1. 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)

2. 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)

3: 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)

4: 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)

5: Arrival Quality Report

6: Ground Noise

7: Historical Comparisons

3. Next meeting of the Aircraft and Airports Operations Subcommittee – TBD

4. Adjourn, November 29, 2017, 6:15 pm.

MINUTES APPROVED ON June 14, 2018