

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

April 18, 2018, 3:30 P.M. to 6:00 P.M.
Braintree Town Hall Conference Room

Presentation of Options for Block 2 of the RNAV Study by John Hansman and Community Input

Attendees: (for the Aviation Operations Sub-Committee) Ralph Dormitzer, Chair, Cindy Christiansen, Bill Deignan, Charles Gessner, Myron Kassaraba, Sandra Kunz, Maura Zlody.

MCAC: Chair David Carlon, Andrea Adams, Frank Ciano, Peter Houk, Irene Walzak, Alan Wright, Wig Zamore

Massport: Anthony Gallagher, Frank Iacovino, Flavio Leo

MIT: John Hansman, Greg O'Neil, Allison _____

HMMH: Mary Ellen Eagan

Mass State Representative from Randolph and Milton: Willim Driscoll

***Communities:** Catherine McGonagle, Kathryn Burak, Joan McCarron, Irene Hayes, Catherine, McNicholas, Mary Ryan, Brad Nicholas, Catherine Greens (Queens N.Y.), Dennis Tangier (JFK Airport), Malinda Collins, Donna Swanson, Chris Hardman.

There being a quorum of the Aviation Operations Subcommittee, the meeting was called to order at 3:30 p.m.

Purpose of the meeting was for attendees to see and comment on preliminary recommendations from Dr. John Hansman of MIT in Block 2 of the RNAV study and to see and comment on specific recommendations/presentations from the Aviation Operations Subcommittee and MCAC members. See attachments below

The following is a summary of the meeting from notes taken by Andrea Adams:

Dr. Hansman (see presentation slides attached)

- Projected slide of community noise complaints consisting of concentration of “dots”
- Noted that Block 1 recommendations were under technical review by the FAA - are undertaking implementation of RNAV “Lighthouse” approach to 33L.
- Noted that Block 2 is more complex.
- At FAA meeting in May FAA expressed interest in reduced speed departures as had been proposed in Block 1 – will require flight tests to validate
- Arrival concepts: increased use of over water approaches, steep approaches and runway re-distribution
- Departure concepts: considering dispersion

Hansman discussed limits to the the implementation of the various recommendations including capabilities of various aircraft to implement; steeper approaches (3.2 degrees); delayed gear down; continuous decent;

steeper descent only at earlier part of approach; use of more precise RNP procedures; "Canarsi approach"; dispersion on 4L/R arrivals, rotational runway use.

Further discussion was of modelling noise results including reliability of the present 65db DNL annual average standard as a faithful indicator of noise impacts; distinction between impacts during the day vs. night and lack of vertical guidance in RNAV.

See more complete discussion in the presentation material attached.

Question Period:

Discussion of ambient noise levels as a factor in perception of noise and lack of good data on same; pushback from pilots on reduced departure speeds; allowing controllers to "clear to the end" at the farthest way point to increase dispersion; need for analysis to show if NEPA triggers are impacted by current practice as well as epidemiology effects of same; relocation of way points on several departure runways that exacerbate noise as compared to pre-RNAV practice, equity issues of same and credibility of noise complaints as a reliable indicator of impacts: inaccuracy of fly-by vs. fly-over waypoints.

Presentation by Cindy Christianen of Milton: (see presentation attached)

Arrivals on 4L/R changed with implementation of RNAV in 2011. Radar tracks inaccurate. Recommended "strings of a harp" arrival approaches with hourly rotation among same. Asked for field work in Milton, Quincy and Dorchester. She also presented material to show the prior rejection of increased approach altitude be revisited because of the material presented. The complete list of requests is contained in the provided document "Supplement to Presentation.pdf".

Presentation by Alan Wright of Roslindale: (see presentation attached)

R27 departure communities heavily impacted. WYLYY waypoint moved from Franklin Park to Roslindale. General problem of increased use of R27 departures and general increase in departures. Complaints increased in 2012 and 2013. ROD may be out of date. Recommended more equitable sharing.

Presentation by Charles Gessner of Marblehead: (see presentation attached).

Recommended an alternative approach to arrivals on easterly approaches to 22L in addition to the use of the Nahant causeway that would route aircraft north of Marblehead then south over Salem harbor to intercept the glide slope to 22L in Lynn.

Presentation by Ralph Dormitzer of Cohasset: (see presentation attached)

Recommend that in addition to reconfiguring the early departure way points from Runways 15/22 in Block 1 that all the waypoints from these runways be reconsidered to achieve expected shore crossing altitudes, lateral distribution at shore crossings and FAA RNAV/FMS design criteria.

Recommend procedure modifications for departures from runways 9, 15/22 for vertical trajectory, speed, thrust or configuration management to achieve expected shore crossing altitudes in accordance with FAA requirements for speed below 10,000 feet.

Recommend that waypoint NAHNT for departures from runway 4R be relocated north to increase accuracy of flights to bisect the Nahant causeway.

Final comments:

Hansman: Need to refine the analytics tools and options. Is up to the community groups to determine what should be done>

Myron Kassaraba: Recommended dedicated meetings for impacted communities.

Flavio Leo: Technical staff work to be done by the fall of 2018

Ralph Dormitzer: Request that specific recommendations be forwarded to him for inclusion in minutes.

Adjourn: 6:00 p.m. April 18, 2018

*some attendees names via voice recording only

Attachments:

- John Hansman, MIT: Block 2: Preliminary Procedure Design, Input Meeting for Logan Airport, Community Noise Reduction
- Cindy Christiansen, Milton Representative: Block 2 Requests - Massport Community Advisory Committee (MCAC)
- Cindy Christiansen, Milton Representative: Supplement to Presentation
- Alan Wright Roslindale Representative: Dispersion of R27 Departure Traffic
- Charles Gessner, Marblehead Representative: Approach paths to 22L/R from the North and East
- Charles Gessner, Marblehead Representative: Approach graphic
- Ralph Dormitzer, Cohasset Representative: Block 2 Procedure Recommendations for Logan Airport Community Noise Reduction
- Peter Houk and Luke Preisner Medford Representatives: Medford Block 2 Requests
- Myron Kassaraba, Belmont Representative: Suggestion for 33L departures:
- Myron Kassaraba, Belmont Representative: Can aircraft departing 33L be cleared to a higher altitude faster?
- Bill Deignan, Cambridge Representative: Cambridge Input for MIT Study

MINUTES APPROVED on June 14, 2018