

Attachment G: Correspondence and Meeting Minutes for Centerfield Taxiway Study, Logan International Airport

HMMH Report No. 300280.008
May 2006

Prepared for:

Federal Aviation Administration
Logan International Airport
East Boston, Massachusetts 02128

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Prepared by:

Christopher Menge
Robert Miller

HARRIS MILLER MILLER & HANSON INC.

77 South Bedford Street
Burlington, MA 01803

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The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
251 Causeway Street, Suite 900
Boston, MA 02114-2119

ANE SWIFT
GOVERNOR
OB DURAND
SECRETARY

Tel. (617) 626-1000
Fax (617) 626-1181
<http://www.magnet.state.ma.us/envir>

June 15, 2001

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS
ON THE
FINAL ENVIRONMENTAL IMPACT REPORT

PROJECT NAME : Logan Airside Improvements Planning Project
PROJECT MUNICIPALITY : Boston/Winthrop
PROJECT WATERSHED : Boston Harbor
EOEA NUMBER : 10458
PROJECT PROPONENT : Massachusetts Port Authority (Massport)
DATE NOTICED IN MONITOR : May 9, 2001

The Secretary of Environmental Affairs hereby determines that the Final Environmental Impact Report (FEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act (MEPA) (M.G.L. c. 30, ss. 61-62H) and with its implementing regulations (301 C.M.R. 11.00). This concludes the MEPA review of this project.

PROJECT DESCRIPTION

As described in the FEIR, the proponent's preferred alternative, Alternative 1A, includes four project elements: a 5,000 foot unidirectional runway (Runway 14/32); a 9,300 foot taxiway between Runways 4L/22R and 4R/22L (the Centerfield Taxiway); other taxiway improvements; and reduction of runway approach minima on Runways 15R, 22L, 27, and 33L. The FEIR also evaluates implementation of Peak Period Pricing (PPP), both as part of Alternative 1, which include all project elements, and as part of Alternative 2, which excludes Runway 14/32. Although the document does not include this measure as part of the preferred alternative, the FEIR makes a tentative commitment to implement PPP at an unspecified time in the future.



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Each of the alternatives was studied for its potential delay benefits and environmental impacts at different projected future annual passenger levels of 29 million and 37.5 million. Each level was studied for a "high fleet" with relatively more operations and a "low fleet" with fewer operations. The 37.5 million passenger scenario also includes a fleet mix with a relatively high percentage of regional jets (RJs), yielding a total number of operations in-between the high and low fleets.

REVIEW PROCESS AND APPROVAL STANDARDS

Under Section 11.08(2) of the MEPA Regulations, during the course of an EIR review I may review any relevant information from any other source to determine whether the EIR is adequate. The proposed project (and especially Runway 14/32) has generated an enormous volume of public comments at both the DEIR and FEIR stage, including oral statements heard at the joint FAA/MEPA meeting in April, hundreds of letters, and thousands of form letters and emails. My staff has met with project supporters and critics, including Massport and its consultants, the FAA, members of the FAA-appointed Panel, the Citizens Advisory Committee (CAC), the "South Shore Coalition" (including the municipalities of Cohasset, Everett, Hingham, Hull, Somerville, and Winthrop), the Greater Boston Chamber of Commerce, and the City of Boston. Because many issues raised relate to airport-wide operations and impacts, I have also referred to documents from the Environmental Status and Planning Report (ESPR) process, EOEA #3247/5146.

MEPA review is an informal process, which does not itself result in any formal adjudicative decision approving or disapproving a project. Section 11.08(8) of the MEPA Regulations requires me to find a FEIR adequate even if certain aspects of the project or issues require additional analysis of technical issues, so long as I find that "the aspects and issues have been clearly described and their nature and general elements analyzed in the EIR or during MEPA review, that the aspects and issues can be fully analyzed prior to any Agency issuing its Section 61 Findings, and that there will be meaningful opportunities for public review of the additional analysis prior to any Agency taking Agency Action on the Project." As described in more detail in this Certificate, after examining the record before me, I find that there is enough information on alternatives, impacts,

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and mitigation to meet that standard.

Prior to project commencement, Massport must prepare and adopt a Section 61 Finding pursuant to MEPA, which details all of the agency's enforceable commitments to actions that will avoid, minimize, or mitigate the project's environmental impacts. The project will also require a Conservation Permit from the Department of Fisheries, Wildlife, and Environmental Law Enforcement, pursuant to the Massachusetts Endangered Species Act.

The Federal Aviation Administration (FAA) is reviewing the project as a Supplemental Draft Environmental Impact Statement (SDEIS) under the National Environmental Policy Act (NEPA). This certificate applies to the review of the project under MEPA only, and does not restrict the ability of the federal government to act on those aspects of the project subject to NEPA. The FAA as the federal proponent must still prepare a Final EIS pursuant to NEPA, and ultimately a Record of Decision following review of the EIS. Should there be any material change to the project (including its mitigation measures) arising out of the federal process, a Notice of Project Change would be filed for public review and comment, and the Section 61 Finding amended, if necessary.

SUMMARY OF KEY FINDINGS

Purpose and Need. Since the Airside Project initiated MEPA review in 1995 there has been a rapid increase in the use of regional jets (RJs), which now account for 16% to 19% of the Logan fleet. Massport has responded in the FEIR to this development by including a "high-RJ" scenario in its analysis of the 37.5 million annual passenger condition. If, as some commenters argue, RJ use has been overestimated, the resulting environmental impacts of the project will also be less, more closely approaching the no-build condition than the build condition. In other words, the FEIR analysis may credibly be viewed as providing a conservative "worst-case" analysis for the purposes of environmental impact review.

Alternatives Analysis and Peak Period Pricing. The preferred alternative identified in the FEIR, 1A, includes all project elements except Peak Period Pricing (PPP). Many of the

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substantive critical comments I have received argue that the preferred alternative should be Alternative 2, which includes PPP and excludes Runway 14/32. After examining the FEIR and the comments, I find that at all levels of growth the project alternative with the greatest benefits and least negative impacts is Alternative 1, which includes both Runway 14/32 and Peak Period Pricing (PPP). Attachment A on the following page summarizes this analysis.

PPP is worth \$49 million a year to the regional economy in reduced delays. More importantly, because PPP will reduce both noise and air pollution impacts on the most immediately affected communities, it fulfills the principal statutory goal of MEPA. The proposed PPP program contains a tightly crafted exemption for Cape Cod, the Islands, and other smaller New England communities, to ensure that they do not lose access to the national air network. Massport needs to commit to putting in place as a project element an enforceable PPP program (or an alternative demand management program with comparable effectiveness). Setting out clear rules well in advance will allow airlines to predict with certainty the costs of their scheduling decisions, and modify their behavior accordingly.

Segmentation and Induced Demand. The FEIR contends that the preferred alternative is intended solely to alleviate delays (particularly during northwest winds) and maximize operational efficiency as passenger levels increase. In other words, the airside projects will accommodate existing and projected demand, not generate additional demand. On the other hand, many commenters clearly see the preferred alternative as an expansion of Logan Airport, and their comments focus on the cumulative impacts of airport-wide operations.

The FAA panel process gave rise to the new suggestion that use of Runway 14/32 should be restricted to northwest wind conditions. The FEIR analysis indicates that although much of the runway's delay benefits could be retained, the environmental benefits of compliance with PRAS goals would be significantly less. Also, this concept lacks support in the public comments. Based on the current lack of information and questions over the effectiveness of this measure, I cannot support it at this time.

It appears that some undefined portion of the projected future

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Attachment A – Relative Benefits and Impacts of Project Alternatives
37.5 million passenger – high RJ fleet scenario

	Delay benefits ¹	Noise distribution benefits ²	Noise impacts ³	Air quality impacts ⁴
Alternative 1 (Runway 14/32 & Peak Period Pricing)	41.1% delay reduction = 152,800 fewer hours of delay	69.4% improvement Index = 943	75 dB: 58 (-74%) 70 dB: 2,020 (-45%) 65dB: 12,470 (+8%) 60 dB: 48,332 (+31%)	1.3% reduction = 95 fewer kg NOx/day
Alternative 1A (Runway 14/32)	29.2% delay reduction = 108,500 fewer hours	62.3% improvement Index = 1,160	75 dB: 58 (-74%) 70 dB: 2,267 (-39%) 65dB: 11,857 (+3%) 60 dB: 50,048 (+36%)	DEIR presumes it to be roughly equivalent to Alternative 1
Alternative 2 (Peak Period Pricing)	18.2% delay reduction = 67,700 fewer hours	6.0% improvement Index = 2,893	See DEIR, Table 6.2-7, for 37.5 million high fleet	0.9% reduction = 65 fewer kg NOx/day
Alternative 4 (no build base case)	372,000 hours of delay	Index = 3,078	75 dB: 222 70 dB: 3,700 65dB: 11,493 60 dB: 36,857	7,092 kg NOx/day

1 Source: FEIR, Table 4.7-2
2 PRAS Performance Index, with 0 = perfect compliance. Source, FEIR, Table 4.7-7
3 Source: FEIR, Table 6.2-20
4 NOx emissions, in kg/day, given for 37.5 million - high fleet. Source: DEIR, Table 6.3-5

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increases in air traffic at Logan may well be induced by this project's enhancement of airport capacity. However, none of the project's opponents have brought forward any method for determining what portion of overall airport operations might be attributable to the Airside project, and I must therefore presume that no such method exists. The Airside project is not the forum for analyzing and mitigating the cumulative impacts of all airport-wide operations; this issue is more properly addressed in the ESPR.

The central environmental question before me, therefore, is not whether this project is accommodating or generating demand per se, but rather whether Massport is operating the airport in a manner that avoids, minimizes, and mitigates environmental impacts in light of its obligations under MEPA. In this certificate I have identified those principal measures identified in the FEIR and/or the ESPR - in particular, the NOx cap, noise mitigation, revamping of the PRAS goals, regionalization, and TMA participation - which, taken together, give me confidence that Massport is able to meet its Section 61 obligations.

Air Quality and the NOx Cap. Logan Airport currently ranks as the sixth largest source of NOx emissions in the Commonwealth, and by 2015 it will become one of the three largest such sources. As passenger levels rise in the future, airport-wide NOx emissions are also projected to rise (unlike overall noise impacts, which will continue to shrink in the long-term). In response, Massport has committed itself to the Air Quality Initiative (AQI): a first-in-the-nation cap on net smog precursors (NOx and VOCs) at or below year 1999 levels, regardless of any future increases in passengers or operations. Without this cap, NOx was projected to increase from 2,444 tons/year in 1999 to 3,150 tons/year by 2015. The costs of the program will be passed through to the airlines, on the "polluter pays" principle.

Noise Impacts. A major benefit of the project, according to the FEIR, is greater compliance with the Preferential Runway Advisory System (PRAS) goals, which are aimed at ensuring a more equitable regional distribution of aircraft noise among all affected communities. Although the broad goals of PRAS are uncontroversial, the CAC's withdrawal of support for the current system shows that a revamping is necessary. Therefore, Massport needs to commit to begin working with the CAC to update the PRAS

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program, as part of its Section 61 Finding, with the proviso that the current system will remain effective until superseded. Massport will also continue to implement and extend its residential soundproofing program, to ensure full access for all residents who are entitled to its benefits (and regardless of whether federal funds are available).

Centerfield Taxiway: To address neighborhood concerns over localized air pollution, odors, and noise, Massport will develop a program designed to maximize the use of single engine taxi procedures by all of its tenant airlines. In addition, Massport shall conduct follow-up air quality monitoring in neighborhoods surrounding the airport and under the flight path of Logan Airport, in consultation with DEP and DPH. This information will provide valuable baseline data for future studies.

Regionalization. Any long-term strategy to contain Logan's impacts requires the successful diversion of travel to other regional airports and rail travel. The FEIR shows that Logan's catchment area is shrinking, and most growth in regional air traffic is taking place at the rapidly growing Providence (T.F. Green) and Manchester airports. Amtrak's new Acela service, launched in December 2000, is projected to divert 1.2 million passengers a year, about one-third of the total New York-Boston market. Based on these trends, the FEIR suggests that future passenger levels at Logan are not likely to attain the projected level of 37.5 million until 2015 (as opposed to the DEIR estimates of 37.5 to 45 million annual passengers by the year 2010). Additional measures are likely to emerge from the recently launched New England Airports System Study. Massport should commit to making all of its Logan Express satellite parking lots and stations available for third-party bus and park'n'ride connections to other regional airports, including Manchester and Providence.

Ground Transportation: Completion of the MBTA's Blue Line modernization, Silver Line, and Urban Ring projects promises to bring the greatest improvements in future transit access to Logan. For its part, Massport will require all Logan employers to join the Airport Transportation Management Association (TMA) at the earliest possible opportunity, and to report in the ESRP on affirmative actions (such as T pass subsidies or other financial support) and HOV mode shares.

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PROJECT PURPOSE AND NEED

According to the FEIR, in year 2000 Logan ranked 12th in total operations nationwide, but 6th in total delays and 2nd in arrival delays. The Final EIR has provided further information on the delay modeling, as a response to a number of substantive comments. The Final EIR has also clarified the base case year used in the delay analysis (and other areas, such as noise and air emissions). The FEIR presents several different methods of calculating delays. All of the methods yield the result that Logan is among the most delay-prone airports in the country (although the methods differ with respect to the absolute magnitude of the delay problem). It is clear that northwest wind conditions are responsible for about one-third of the current delay problem.

Since the Airside Project initiated MEPA review in 1995 there has been a rapid increase in the use of regional jets (RJs), which now account for 16% to 19% of the Logan fleet. Massport has responded in the FEIR to this development by including a "high-RJ" scenario in its analysis of the 37.5 million annual passenger condition. The CAC and other commenters have argued in detail that most of the RJs in the projected future fleet will not use Runway 14/32 because their pilots will be unwilling to land on a 5,000-foot runway. Massport maintains that the FEIR has made appropriate assumptions regarding RJ use, using a sensitivity analysis derived from information in Appendix C. The Air Transport Association has commented in support of Massport's position.

From a transportation planning perspective, the use of Runway 14/32 by RJs has obvious implications for the purpose and need of the project. My role, however, is to review the potential environmental impacts of the project. If RJ use has been overestimated, the resulting environmental impacts of the project will also be less, more closely approaching the no-build condition than the build condition. In other words, the FEIR analysis may credibly be viewed as providing a conservative "worst-case" analysis for the purposes of environmental impact review. Based on the foregoing, I find that issues of purpose and need have been adequately addressed for the purposes of MEPA review.

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ALTERNATIVES ANALYSIS AND PEAK PERIOD PRICING

As noted above, the alternatives analysis in the EIR has studied various combinations of project elements. The preferred alternative identified in the FEIR, 1A, includes all project elements except Peak Period Pricing (PPP). Many of the substantive critical comments I have received argue that the preferred alternative should be Alternative 2, which includes PPP and excludes Runway 14/32.

As described in the FEIR, PPP is a demand management tool that reduces airport delays by ensuring that demand does not exceed capacity. The FEIR analysis presumes the imposition of a flat landing fee surcharge, irrespective of aircraft weight, for times when airline scheduling exceeds 110 operations/hour (92% of the maximum capacity of 120 operations/hour) during peak hours (such as 2 PM to 8 PM). This financial disincentive can reduce delays by modifying airline scheduling behavior. By reducing taxiway delays, PPP is also projected to reduce air pollution and noise, and improve compliance with the PRAS noise distribution goals.

Alternatives analysis is at the core of MEPA review. Under the MEPA Regulations, an EIR must examine the negative and positive impacts of "all feasible alternatives." Section 11.07(6)(f, h). At the end of the review process, the proponent's Section 61 Finding must show, in its selection of a preferred alternative, that it has taken all feasible measures to avoid or minimize environmental impacts. Sections 11.07(6)(k), 11.12(5).

After examining the FEIR and the comments, I find that the project alternative that best meets this test is Alternative 1, which includes both Runway 14/32 and Peak Period Pricing. The EIR analysis shows that under slower growth scenarios (37.5 million passengers, low fleet), Alternative 1A (Runway 14/32) yields greater delay benefits, with a smaller benefit accruing to PPP. As annual operations increase further (37.5 million, high fleet, and 45 million), implementing PPP alone (Alternative 2) leads to greater delay reduction benefits equaling or exceeding those of Runway 14/32. Most importantly, the DEIR and FEIR analysis shows that at all levels of growth, the combination of Runway 14/32 and PPP (Alternative 1) produces the greatest delay benefits and the least environmental impacts. Attachment A,

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attached to this certificate, summarizes the relative delay benefits, noise distribution benefits, noise impacts, and air quality impacts of Alternatives 1, 1A, and 2, compared with the no-build base case (Alternative 4).

The FEIR gives two reasons why PPP is not part of the preferred alternative: first, that it would impose economic costs on regional carriers and small communities, and second, that overscheduling does not currently exist at Logan.

The rebuttal to the first argument is contained in the FEIR document itself. In response to comments on the DEIR and my certificate, the FEIR re-analyzes the delay effects of a PPP program that contains a tightly crafted exemption for Cape Cod, the Islands, and other smaller New England communities, to ensure that they do not lose access to the national air network. The analysis shows that the delay reduction benefits of PPP are reduced somewhat in the high-RJ scenario, but still substantial.

In purely economic terms, the additional 44,000 hours of delay eliminated by PPP are worth \$49 million a year to the regional economy, by Massport and FAA's own calculations.¹ More importantly, because PPP will reduce both noise and air pollution impacts on the most immediately affected communities, it fulfills the principal statutory goal of MEPA.

I also do not find compelling the contention that PPP need not be implemented until later because overscheduling does not currently exist at Logan. The DEIR shows a real, if small, delay benefit from PPP even at the lowest level of increases in operations; the 29 million - low fleet scenario. Although the FEIR recognizes that PPP will become necessary at a future date, it offers limited detail on the proposed PPP monitoring system, or the trigger mechanism for implementing the program. I am concerned that the proposed arrangement may lead to a PPP program that is implemented too late and under conditions too uncertain to avoid unnecessary delays and unnecessary impacts.

Therefore, in its Section 61 Finding, Massport needs to commit to putting in place as a project element an enforceable PPP program (or an alternative demand management program with comparable effectiveness). Setting out clear rules well in advance will

¹ Each hour of delay is calculated to cost \$1,115. FEIR, Section 1.6.

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allow airlines to predict with certainty the costs of their scheduling decisions, and modify their behavior accordingly. Based on the foregoing, I find that issues of project alternatives have been adequately addressed for the purposes of MEPA review.

SEGMENTATION AND INDUCED DEMAND

The FEIR contends that the preferred alternative is intended solely to alleviate delays (particularly during northwest winds) and maximize operational efficiency as passenger levels increase. In other words, the airside projects will accommodate existing and projected demand, not generate additional demand. On the other hand, many commenters clearly see the preferred alternative as an expansion of Logan Airport, and their comments focus on the cumulative impacts of airport-wide operations. In the context of MEPA review, this raises two separate, but related questions: First, does this EIR represent an improper segmentation of MEPA review? And second, is the Airside project capacity neutral, or will it induce demand for additional airport use, which will in turn cause increased levels of environmental impacts?

Project segmentation and the ESPR

I have received numerous comments suggesting that the review of the airside projects has been improperly segmented under MEPA (and NEPA) from the review of airport operations as a whole. As stated in past certificates, the Environmental Status and Planning Report (ESPR) (formerly the Generic EIR, EOEA #3247/5146) provides a "big picture" cumulative analysis of Logan operations, impacts, and mitigation. It complements the project-specific EIR for the airside projects, helps to focus the review process of individual EIRs, and ensures that segmented project review does not occur in the context of MEPA review at Logan Airport. (Because the federal review process does not include the formal equivalent of the ESPR, my comments regarding segmentation are necessarily limited to the state review process.)

As I did in the DEIR certificate, I have treated comments received in this review as potentially applicable to the ESPR, as well as to the Airside EIR, and I have given specific instructions to Massport on issues that must be addressed in the next ESPR filing, including more detailed information on TMA

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participation, and more detailed monitoring of localized air quality impacts. I have also made reference to measures initially developed within the ESPR - notably, the Air Quality Initiative discussed below - as evidence that Massport is able to meet its Section 61 obligations.

Capacity neutrality

In determining Massport's obligation to avoid or minimize and mitigate environmental impacts, one must determine what the impacts fairly attributable to this project are. There is no precise answer to this question. As I have previously stated, I am not convinced that any alternative containing Runway 14/32 is purely a capacity neutral airfield enhancement, as the FEIR contends.

The FEIR concludes unequivocally that the Airside project will not increase Logan's capacity. This conclusion is also stated in the FAA's recent benchmark study of major U.S. airports. It is clear that long-term increase in air passengers and operations are driven at least in part by national and regional market forces, independent of local conditions. Since the 1970s the total numbers of passengers and operations at Logan have more than doubled -- without the benefit of any additional runway capacity. It is impossible to determine with any precision whether this trend will continue unabated into the future, as Massport and the FAA contend, or whether the airport is nearing saturation in its current condition, as project opponents contend.

However, although the maximum "capacity" of the airport will remain at approximately 120 operations/hour with or without the airside improvements, the construction of Runway 14/32 will allow Logan to operate at or near 120 operations/hour for a greater proportion of the year than it currently does, by providing an additional high-capacity runway configuration that currently does not exist. The CAC's comment letter analyzes the projected increase on an annual basis, using a weighted average of different wind conditions. It concludes that Runway 14/32 will increase the airport's average capacity from 93 operations/hour to 110.

Moreover, if delays represent a problem as critical as those

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presented in the FEIR, there may well be some latent demand generated by the airside project. I have received numerous comment letters from local businesses favoring the project, who contend that current delays are hurting their business by making air travel to Boston less attractive. Clearly, these commenters believe that the airside improvements will serve a currently unsatisfied demand.

The FAA panel process gave rise to the new suggestion that if use of Runway 14/32 were restricted to northwest wind conditions, there would be little or no increase in airport capacity. The FEIR analysis of this proposal indicates that although much of the delay benefits of the runway could be retained, the environmental benefits of compliance with PRAS goals would be significantly less. (Other environmental impacts were not studied.) I also note that the concept lacks support in the public comments; neither the City of Boston, nor the CAC, nor the South Shore Coalition, have endorsed the concept. Based on the current lack of information and questions over the effectiveness of this measure, I cannot support it at this time.

In conclusion, it appears that some undefined portion of the projected future increases in air traffic at Logan may well be induced by this project's enhancement of airport capacity. However, none of the project's opponents have brought forward any method for determining what portion of overall airport operations might be attributable to the Airside project, and I must therefore presume that no such method exists. The Airside project is not the forum for analyzing and mitigating the cumulative impacts of all airport-wide operations; these impacts are more properly addressed in the ESPR. This approach is consistent with my DEIR certificate, and the instructions I gave for preparation of the FEIR.

The central environmental question before me, therefore, is not whether this project is accommodating or generating demand per se, but rather whether Massport is operating the airport in a manner that avoids, minimizes, and mitigates environmental impacts in light of its obligations under MEPA. In this certificate I have identified those principal measures identified in the FEIR and/or the ESPR - in particular, the NOx cap, noise mitigation, revamping of the PRAS goals, regionalization, and TMA participation - which, taken together, give me confidence that

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Massport is able to meet its Section 61 obligations.

Based on the foregoing, I find that issues of segmentation and induced demand have been adequately addressed for purposes of MEPA review.

AIR QUALITY AND THE NOX CAP

The air pollution impacts of operations at Logan Airport are both invisible and silent. These impacts have received far less attention in the public comments than noise. Nevertheless, I am extremely concerned over this issue.

The FEIR analysis shows that, due to greater operating efficiencies, each of the project alternatives produce air quality benefits, compared with the no-build case. At the same time, as passenger levels rise in the future, airport-wide NOx emissions are also projected to rise (unlike overall noise impacts, which will continue to shrink in the long-term). Aircraft emissions are the only mobile air pollution sources included in the State Implementation Plan (SIP) emissions inventory that are not slated for meaningful near- or long-term emissions reductions. Logan Airport currently ranks as the sixth largest source of NO_x emissions in the Commonwealth. With Governor Swift's recent imposition of new regulations on existing power plants (the so-called "filthy five"), by 2015 Logan will become one of the three largest such sources.

For these reasons, in the DEIR certificate I required Massport to use the ESPR process to examine the feasibility of a market-based, revenue-neutral program to control air pollution. In response, Massport has voluntarily committed itself to the Air Quality Initiative (AQI), developed through the ESPR and described in a report that was noticed in the *Environmental Monitor* on April 11, 2001. I want to commend Massport and its Executive Director, Virginia Buckingham, for taking this step. The AQI constitutes a first-in-the-nation airport cap on net smog precursors (NO_x and VOCs) at or below year 1999 levels, regardless of any future increases in passengers or operations. Without this cap, NO_x was projected to rise from 2,444 tons/year in 1999 to 3,150 tons/year by 2015.

About one-third of the necessary reductions will occur on-

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airport, chiefly through the conversion of ground service equipment to clean fuels. The balance will be obtained off-site, funded by Massport and carried out through an enforceable system of emissions credits. The system will reward air quality improvements in the most affected neighboring communities, favoring mobile sources (such as trash haulers and school bus fleets). The costs of the program will not be borne by the taxpayers, but will be passed through to the airlines, on the "polluter pays" principle.

Massport has agreed to work with EOEA, through the ESPR process, to determine how best to structure an effective and enforceable AQI that will ensure the avoidance of air pollution impacts. I expect Massport to solicit project submissions from local governments and community groups, which will be reviewed in an objective, science-based process by a neutral organization such as NESCAUM. Based on the foregoing, I find that issues of air quality impacts have been adequately addressed for purposes of MEPA review.

NOISE

The FEIR includes a detailed assessment of the noise impacts of the proposed Runway 14/32 and the other airside elements. The net result of Massport's preferred alternative is to reduce the number of people modeled to be exposed to the highest (>70 dB DNL) levels of noise. At the same time, as a result of greater compliance with the PRAS goals (see below), the project is projected to produce a relatively small increase in the number of people exposed to noise in the 65-70 dB DNL range, and a somewhat larger increase in the 60-65 dB DNL range, in each case compared with the no-build case. The preferred alternative also redistributes the exposed population; for example, about 11% of the people within the 65-70 dB contour will be newly included. I want to emphasize that these changes are relative among the different project alternatives; in absolute terms, all alternatives produce an overall decrease in the exposed population at all noise levels, compared with current (1998) conditions.

Restricting Night-time Flights and Hush-Kitted Aircraft.

The ESPR shows that the phasing out of stage 2 aircraft by the

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end of 1999 has produced a decline in the total annual noise produced by Logan aircraft. In the longer term, however, both total annual noise and night-time noise are projected to increase as the number of flights in an all Stage 3 fleet rises. Moreover, many of the aircraft currently operating at Logan are actually stage 2 aircraft that have received mechanical alterations ("hush-kits") to meet the minimum requirements for stage 3 aircraft. These planes are significantly noisier than new aircraft specifically designed to meet stage 3 requirements. Many scheduled nighttime flights, and most in the very early morning hours, are cargo operations in hushkitted Stage 2 aircraft. Thus, the noisiest flights at Logan tend to occur at those times when neighboring communities are most affected by noise. Yet because these planes technically meet Stage 3 specifications, Massport cannot impose access restrictions on them pursuant to the Airport Noise and Capacity Act of 1990 (ANCA).²

ANCA effectively requires approval by the Federal Aviation Administration (FAA) (under FAR Part 161) for any local or state noise rules that would restrict the number or schedule of Stage 3 aircraft (except for restrictions designed to correct an overscheduling condition). The FAA has acknowledged that no Part 161 approval of this type has ever been granted, and many commenters have referred to the FAA's Part 161 process as one that is "designed to fail." The FEIR and Proposed Section 61 Findings commit Massport to working with airlines to voluntarily end the use of hushkitted aircraft at Logan. To date, U.S. Airways and the Delta Shuttle have already converted their Logan fleets. In addition, Massport is required in the ESPR process to pursue a Part 161 waiver for night-time restrictions.

Compliance with PRAS Goals

The Preferential Runway Advisory System (PRAS) goals is a set of voluntary targets for FAA runway assignments, aimed at ensuring a more equitable regional distribution of aircraft noise among all affected communities, at avoiding the prolonged dwell or persistence of noise over any one community, and at routing

² Several members of the Massachusetts Congressional delegation have commented on the Airside project. I urge them to maintain an active interest in areas such as this, in which otherwise feasible mitigation for airport impacts is presumed by federal law.

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flights over water. The goals were initially developed in the early 1980s, through consultation among Massport and certain affected communities. The FEIR demonstrates that the preferred alternative (Alternative 1A) will significantly improve compliance with PRAS goals, and that adding Peak Period Pricing (Alternative 1) will improve compliance still further. (61% and 69% improvements, respectively -- see Attachment A.) The FEIR includes protocols for monitoring adherence to the PRAS goals, including quarterly reports, plus annual statements in the ESPR update.

The general goals of the PRAS program appear to be uncontroversial. However, setting exact numerical targets for the PRAS involves difficult judgments about the relative weighting of different levels and types of noise impacts upon both neighboring and more distant communities. These judgments are essentially political in nature, and require consensus among the participating communities. Commenters have noted that changes in land use patterns and residential densities may have altered the validity of the assumptions under which the PRAS program was developed. For example, greater PRAS compliance may lead to more flights from Runway 27 over the South Boston waterfront, now planned for extensive new parks and housing. The CAC has stated that it no longer supports the current PRAS system, and that the system needs to be revamped.

Because of the CAC's withdrawal of support, it is clear that a revamping of the system is necessary. At the same time, to make agreement upon a new set of goals a condition of project commencement might serve as an incentive for delay. Therefore, I am requiring Massport to commit to begin working with the CAC to update the PRAS program, as part of its Section 61 Finding, with the proviso that the current system will remain effective until superseded.

Soundproofing.

The primary mitigation commitment for noise impacts described in the FEIR is Massport's federally funded program of residential acoustical treatment (the "soundproofing" program). While I recognize the limitations of the residential soundproofing program, I believe that the program is and will continue to be an important part of Massport's noise mitigation commitments. In the

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DEIR Certificate, I required that the Final EIR and the Proposed Section 61 Finding contain feasible implementation measures to ensure full access to the soundproofing program for all residents who are entitled to its benefits.

Massport uses the federal criteria of residing within a 65 dB DNL contour for determining soundproofing eligibility. I want to underscore that under state law, soundproofing must be implemented as a feasible mitigation measure, regardless of whether federal funds are available. Previous certificates and comments have noted that the modeled noise contours do not exactly match the measured field values, and that they appear to somewhat underestimate Day-Night Levels (DNL) of sound. I required that the Final EIR examine further refinements to its contours that would ensure full access to soundproofing for all affected residents. In response, Massport has committed to providing soundproofing for all residents currently within the 65 dB contour, even if the redistribution of noise by this project would otherwise exclude them in the future.

I also noted that the soundproofing program requires that structures within the 65 dB DNL contour meet certain code requirements prior to receiving acoustical treatments. In response, Massport has committed to funding building code upgrades to the extent necessary to ensure that low income residents with substandard housing receive equal access to noise mitigation.

Based on the foregoing, I find that issues of noise impacts have been adequately addressed for purposes of MEPA review.

CENTERFIELD TAXIWAY

The Centerfield Taxiway consists of a 9,300-foot taxiway between runways 4R/22L and 4L/22R. According to the FEIR, the taxiway will allow for alternative taxi routings and more efficient movement between runways and terminal areas. The analysis also shows delay reduction benefits, and associated noise and air quality improvements. The construction of the Centerfield Taxiway will involve the "taking" of the state-endangered Upland Sandpiper (*Bartramia longicauda*), and hence requires permitting under the Massachusetts Endangered Species Act (see the Rare Species section below.)

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The construction of the Centerfield Taxiway has generated concern, particularly from the close-in communities, over potential for increased air pollution, odor, and noise impacts. Taxiing procedures employed by individual airlines can have a major impact on local air quality in neighborhoods adjacent to the airport. The use of single engine taxiing procedures can significantly reduce air emissions and noise associated with taxiway operations. Currently at Logan, Delta Airlines has a commitment to use single engine taxiing whenever feasible. Expanding this practice to other airlines could yield significant environmental benefits. Massport, in its Section 61 Finding, needs to commit to developing a program designed to maximize the use of single engine taxi procedures by all of its tenant airlines.

In addition, within the ESPR process Massport shall conduct follow-up air quality monitoring in neighborhoods surrounding the airport and under the flight path of Logan Airport. This information will be shared with the Department of Public Health (DPH) and reported in the ESPR update, to provide baseline data for future studies. Massport should consult with DEP and MDPH in developing an air quality monitoring protocol using periodic air sampling in residential areas with a special focus on air toxics. Massport should also complete within the next five years a special air toxics monitoring study that will include a public meeting to discuss the results. Based on the foregoing, I find that issues of centerfield taxiway impacts have been adequately addressed for purposes of MEPA review.

REGIONALIZATION

The FEIR includes a detailed discussion of Logan's role in the regional transportation network, which also includes the rapidly growing regional airports in Providence (5.15 million passengers in 1999, up 11%) and Manchester, NH (2.83 million passengers in 1999, up 45%), and the facility at Worcester now being operated by Massport (106,000 passengers in 2000, up more than 100%). Amtrak's new Acela service, which began in December 2000, is projected to divert 1.2 million passengers a year, about one-third of the total New York-Boston market.³ The FEIR shows that

³ I note that the Federal Railroad Administration, Amtrak, and others have voiced concerns over the potential impacts of city-sponsored air rights

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Logan's catchment area is shrinking, and most growth in regional air traffic is taking place at Providence (T.F. Green Airport) and Manchester. This diversion of passengers to regional alternatives is the major factor in the lower growth projections for Logan. The FEIR suggests that future passenger levels at Logan are not likely to attain the projected level of 37.5 million until 2015 (as opposed to the DEIR estimates of 37.5 to 45 million annual passengers by the year 2010).

The FEIR reports on the current status of ground access improvements to all four airports, as proposed by state transportation agencies in Massachusetts, New Hampshire, and Rhode Island. Massachusetts-sponsored projects include:

- MBTA rail service to T.F. Green Airport at Providence.
- MHD's widening of Route 3 from Route 128 to the New Hampshire border by MHD (MEPA review complete, construction started).
- Better roadway access to Worcester Airport (EIR under preparation by MHD).

As required in the DEIR certificate, the document quantifies the effects of these measures upon projected passenger levels at each of the airports, including Logan (excluding the uncertain benefits of teleconferencing), and it summarizes existing information on the predicted environmental impacts at each facility.

Massport's efforts at regionalization have won favorable comment. Nonetheless, many comments and the FEIR itself state that "more can be done" to achieve regionalization of air traffic in New England. Additional measures are likely to emerge from the New England Airports System Study, recently launched by Massport, the FAA, and the other regional airport directors. There is, however, one concrete step that many commenters have suggested could be taken in the near-term. In its Section 61 Findings, Massport should commit to making all of its Logan Express satellite parking lots and stations available for third-party bus and park'n'ride connections to other regional airports, including Manchester and Providence. Based on the foregoing, I find that

development at Boston's South Station upon the Acela. In my DEIR certificate on that project (EOEA #9131) I required a detailed study of the potential construction period and permanent impacts on Amtrak and MBTA service, to protect the station's transportation capacity.

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issues of regionalization have been adequately addressed for the purposes of MEPA review.

GROUND TRANSPORTATION

As stated in the DEIR Certificate, I did not require a detailed analysis of Massport's ground transportation strategy within the FEIR, both because the ESPR contains a substantial body of analysis of ground transportation issues, and because the West Garage Section 61 Finding includes enforceable commitments for airport-wide ground transportation mitigation.

The FEIR does describe proposed MBTA improvements in transit access to Logan, including:

- AITC (EOEA #10235) - construction of the Silver Line tunnel is underway, and Massport has purchased 8 vehicles for AITC use.
 - Blue Line modernization (EOEA #8772) - construction of the new Logan station is underway.
 - Urban Ring - ENF will be filed with the MEPA Office in July.
- These projects are key elements in avoiding potential traffic impacts upon adjacent neighborhoods in Boston, Chelsea, and other affected communities.

I want to highlight two MBTA ground transportation projects with particular benefit for Logan, both of which are key transit mitigation commitments for the Central Artery under the terms of the consent order executed with EOTC in September 2000: the Urban Ring and the Silver Line. The Urban Ring project, scheduled to begin MEPA review in July, promises not only to improve transit access to Logan, but also to enhance mobility, economic development, and the quality of life in many of the communities most affected by the airport -- East Boston, South Boston, Roxbury, Cambridge, Somerville, Everett, and Chelsea. As part of the Phase I implementation steps for the Urban Ring, Massport must work closely with the MBTA to ensure that the project design provides the best possible access to Logan for travelers and employees, and that rights of way are properly identified and protected.

The AITC is linked with the South Boston phase of the Silver Line, extending from South Station to the Ted Williams Tunnel. I am appreciative of Massport's commitment, in the context of MEPA

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review for the Commonwealth Flats Development Area (EOEA #11882), to undertake a feasibility study for the grade separation of the Silver Line/AITC vehicles at D Street. I call upon public and private parties to ensure that implementation measures arising from the study are carried out in a timely fashion. Improvements to the D Street intersection will greatly benefit both the South Boston waterfront redevelopment and transit access to Logan.

Finally, comments from the City of Boston and others urge that employer participation in the Logan Transportation Management Association (TMA) should be more widespread and effective, as it is at the Longwood Medical Area. I agree with these comments. TMA participation is an effective mitigation measure within Massport's control that can significantly affect travel behavior and reduce traffic congestion. To date, the TMA was formed as a mitigation requirement for the West Garage project, and employer participation has been tracked through the ESPR. In the Section 61 Finding, Massport needs to detail its commitment to making TMA membership mandatory by all Logan employers at the earliest possible opportunity. Upcoming ESPR reports should document, in greater detail, participation by major employers, affirmative actions (specifically including T pass subsidies or other financial support), and best available estimates of the HOV mode share for employees. Based on the foregoing, I find that issues of ground transportation have been adequately addressed for purposes of MEPA review.

UNIDIRECTIONALITY OF RUNWAY 14/32

Ever since the Airside Improvements project was first proposed, Massport has publicly committed to keeping Runway 14/32 as a unidirectional runway. The FEIR analyzes only the environmental impacts of a unidirectional Runway 14/32, with both take offs and landings following an easterly flight path largely over water (although portions of the South Shore do experience some impacts from "over-water" operations). Any proposal to use the runway in a bidirectional manner would need additional MEPA review, including the scoping, preparation, and review of an entirely new EIR document. The Proposed Section 61 Findings in the FEIR include this enforceable commitment to unidirectionality. The Findings also potentially commit Massport to enter into a binding agreement with appropriate governmental and/or community organizations. Based on the foregoing, I find that issues of

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unidirectionality have been adequately addressed for purposes of MEPA review.

REDUCED APPROACH MINIMA

The project includes a proposed reduction in approach minima at runways 15R, 22L, 27, and 33L. The approach minimum is the lowest point along the glide slope during the landing at which point the pilot must make a decision to commit to a landing or execute a missed approach procedure. Reducing the approach minima does not change the height at which planes actually fly.

The FEIR demonstrates that the reduction in approach minima will lead to modest delay reduction benefits and improve operational flexibility, mostly during poor weather. The reduction in approach minima will also enhance ability to meet PRAS goals, by providing an alternative to landings on runway 4R during poor conditions. The lowered minima should also slightly reduce the number of overflights of close-in communities, by reducing the number of missed approaches. I find that the environmental impacts of the proposed reductions in approach minima have been adequately studied for purposes of MEPA review.

ENVIRONMENTAL JUSTICE

The environmental justice analysis contained in the FEIR addresses the federal requirements of Executive Order 12,898 and Department of Transportation regulations, and it responds to my guidance in the DEIR certificate.⁴ The FEIR compares the population affected by noise impacts over 65 dB with that of Boston and the rest of Suffolk County. It concludes that the project causes no disproportionate impacts, because both minority and low-income populations are lower in the affected area than in Suffolk County as a whole. Further, the FEIR concludes that any adverse impacts are adequately mitigated by the soundproofing program.

⁴ EOEA's draft Environmental Justice Policy, which was issued in December 2000, is currently undergoing public review and comment, and it has not yet been finalized. It therefore does not apply to this or other projects undergoing current MEPA review. However, my approach to environmental justice issues, discussed above, are consistent with the spirit and intent of the policy.

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As discussed in the DEIR certificate, I have also taken comments regarding environmental justice to reflect a broader concern with fairness and the cumulative impacts of airport-wide operations. Therefore, in addition to requiring the further analysis discussed above, in my review of the FEIR and the ESPR I have focused on concrete measures, such as the NOx cap and air quality monitoring described in this certificate, that will maintain or reduce the existing envelope of cumulative environmental impacts from airport operations. Based on the foregoing, I find that issues of environmental justice have been adequately addressed for purposes of MEPA review.

CONSTRUCTION PERIOD

As required in the DEIR certificate, the FEIR includes a detailed analysis of construction period impacts (including the cumulative impacts of other East Boston projects) and a construction management plan that quantifies the number of daily and total truck trips. Massport will require its contractors to retrofit existing heavy construction equipment with emissions control technology, in accordance with DEP's Clean Air Construction Initiative. Based on the foregoing, I find that issues of construction period impacts have been adequately addressed for purposes of MEPA review.

RARE SPECIES

The Centerfield Taxiway will alter nesting and feeding habitat of the state endangered Upland Sandpiper (*Bartramia longicauda*). Because the project will constitute the "taking" of a state-protected species under the Massachusetts Endangered Species Act, it will require issuance of a Conservation Permit by the Natural Heritage Program. The FEIR commits to both on-site and off-site mitigation for rare species impacts, including 150 acres of habitat restoration proposed at the Massachusetts Military Reservation. If for any reason the proposed off-site mitigation is not implemented, alternative mitigation would have to be identified and reviewed, in the form of a Notice of Project Change. Based on the foregoing, I find that issues of rare species impacts have been adequately addressed for purposes of MEPA review.

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NOTICE OF PROJECT CHANGE

At the time the FEIR was filed, Massport also filed a Notice of Project Change (NPC), based upon the three-year lapse in time since the filing of the ENF, and it requested a determination that no further review was required for the change. The South Shore Coalition and other commenters have requested further review because of the time lapse. The substantive issues raised by these comments, including purpose and need, regionalization, alternatives, segmentation, air quality, noise, and ground transportation, are discussed elsewhere in this certificate. After considering the documents and the comments in light of the factors set forth in Section 11.10(6) of the MEPA Regulations, I find that any issues arising out of the lapse of time have been adequately addressed in the FEIR or the ESPR, as applicable.

SECTION 61 FINDINGS

As required by the Act, the Section 61 Findings that will be adopted by Massport, prior to project commencement, must contain all of the mitigation commitments that emerge from the EIR process. The FEIR includes Proposed Section 61 Findings for each area of impact associated with the project. These Findings must be revised to incorporate all additional mitigations required under this certificate, as well as any further commitments within MEPA jurisdiction that may arise during the federal review process.

6/15/01
DATE



Bob Durand

Attachment A: Relative Benefits and Impacts of Project
Alternatives
Attachment B: List of comments received

rd/jhw/asp

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MASSPORT

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U.S. Department
of Transportation
Federal Aviation
Administration

New England Region

12 New England Executive Park
Burlington, MA 01803

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FEB 08 2002

Mr. Thomas J. Kinton, Jr.
Director of Aviation
Logan International Airport
Massachusetts Port Authority
One Harborside Drive, Suite 200S
East Boston, MA 02128-2909

Dear Mr. Kinton:

The New England Runway Safety Program Manager was asked if the FAA could support the replacement of a noise abatement hold line that had previously been on taxiway November.

The Runway Safety Program has been working with airport authorities around the country to mark and sign all airports in accordance with the signage and marking Advisory Circular standard. This uniformity allows pilots to depart and arrive at any airport in the country and be familiar with the meaning of the markings and signage. Airports conforming to this standard have reduced pilot and vehicle operator confusion thereby reducing the potential for runway incursions and aircraft accidents.

The FAA cannot support the placement of a non-standard noise abatement hold marking at Boston Logan International Airport. This marking could lead to the confusion of a flight crew, potentially resulting in a runway incursion or aircraft accident.

Sincerely,


Robert S. Bartanowicz
Regional Administrator

TOTAL P. 01

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Boston Air Traffic Control Tower

BOS TWR 7040.1G

02/15/02

SUBJ: NOISE ABATEMENT

1. **PURPOSE.** This order describes Noise Abatement Policies, Rules and Regulations and the procedures to be followed in meeting these responsibilities.
2. **DISTRIBUTION.** This order is distributed to the Boston Tower Order Binder, Operations Manager, and the Training Department.
3. **CANCELLATION.** BOS TWR 7040.1F, Noise Abatement, dated November 17, 1998, is canceled.
4. **BACKGROUND.** This order consolidates all noise abatement information into a single reference for all personnel and provides policy guidance regarding expected control actions to avoid noise sensitive areas, whenever possible.
5. **EXPLANATION OF CHANGES.** This order has been changed to reflect the administrative separation of the Boston ATCT and Boston TRACON. All references to Boston TRACON have been deleted.
6. **POLICY GUIDANCE.**
 - a. It is the policy of Boston ATCT to be a good neighbor and to meet our operational objectives/responsibilities within the context of mitigating noise whenever circumstances permit.
 - b. Mitigation of aircraft noise over populated areas is the responsibility of all control personnel and non-compliance with the Noise Abatement Rules and Regulations provided in this document is permissible only in those situations wherein approved separation standards could otherwise be compromised.
 - c. Adherence to noise mitigating flight profiles during nocturnal hours (i.e., 11 p.m. to 6:30 a.m.) shall be applied consistent with the nighttime procedures specified herein, whenever operationally feasible.
 - d. It is expected that turbojet and propeller driven departure aircraft shall be climbed to the highest interim altitude, as soon as possible, and not turned on-course immediately after take-off over populated areas until reaching the airport boundary unless operational circumstances dictate otherwise, consistent with facility procedural directives.

Distribution: Boston ATCT Binder, OM, Training

Initiated By: BOS-4

02/15/02

BOS TWR 7040.1G

- (2) Aircraft idle power engine run-ups between the hours of midnight and 6 a.m. shall not be performed unless prior approval of the MPA Executive Director has been obtained.
- (3) Flight training operations at Logan Airport are prohibited between the hours of 11 p.m. and 7 a.m., except for the initial takeoff and final landing of a training flight conducting training elsewhere.
- (4) Takeoffs on Runway 4L and landings on Runway 22R are prohibited between the hours of 11 p.m. and 6 a.m.
- (5) Between midnight and 6:00 a.m., the supervisor/CIC shall ensure the use of the following runway priorities:

<u>LAND</u>	<u>DEPART</u>
33L	15R(Procedural guidelines contained in Appendix 1)
4R	9
22L	22R/L

c. Nocturnal Procedures - Procedural guidelines under this section shall be applied in LIGHT traffic conditions between 11 p.m. and 6:30 a.m. consistent with the requirements set forth in 8.b. above.

- (1) Departing IFR turbojet aircraft shall be instructed to follow the Standard Instrument Departure (SID) profile prescribed in the current Logan SID.
- (2) Departing IFR propeller driven aircraft shall not be assigned an initial altitude of less than 3,000 MSL, unless the pilot states the operational reason for requiring a lower altitude.
- (3) Departing VFR propeller driven aircraft shall not be assigned an initial altitude of less than 3,000 MSL, weather permitting, unless the pilot states the operational reason for requiring a lower altitude.
- (4) Departing VFR/IFR propeller driven aircraft shall be assigned runway heading (RWY 22R departures: 250 degrees/if southbound 180 degrees) by the Local Controller and transferred to the Initial Departure controller.

d. Use of Runway 4L-22R.

- (1) Takeoffs from Runway 4L shall be limited to aircraft with a takeoff noise emission level of 73 dBA or less. (Examples of aircraft that meet this criteria are BE02, BE99, SF34, DH8)
- (2) Landings on Runway 22R shall be limited to aircraft with a specified noise emission level of 78 dBA or less. (Examples of aircraft that meet this criteria are BE02, BE99, C402)
- (3) An exemption from the prohibitions set forth in Section 8. d., Paragraphs (1) and (2) above, may be granted by the MPA Executive Director under unusual operating circumstances such as when alternative runways are closed or otherwise unavailable or as required to accommodate emergencies.

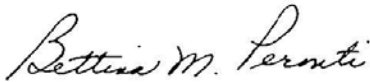
BOS TWR 7040.1G

02/15/02

- e. Turbojet Departure Noise Abatement Procedures.
 - (1) 4R - Runway heading until the BOS 4 DME then heading 090.
 - (2) 9 - Runway heading.
 - (3) 15R - Runway heading to the BOS 1 DME then turn left to 120.
 - (4) 22R - Left turn to heading 140.
 - (5) 27 - Heading 275 until BOS 2.2 DME then turn left heading 235
 - (6) 33L - Runway heading to the BOS 2 DME, then turn left heading 315.

9. APPENDICES.

- a. Appendix 1 - Opposite Direction Traffic - Runway 15R-33L.
- b. Appendix 2 - Tables of Maximum Wind Values.



Bettina M. Peronti
Air Traffic Manager
Boston ATCT

02/15/02

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Appendix 1: OPPOSITE DIRECTION TRAFFIC - RUNWAY 15R/33L

1. In an attempt to further reduce aircraft noise, particularly during the hours of 0000 to 0600 local time, it becomes even more important for us (whenever wind conditions permit) to use Runway 15R for takeoffs and 33L for landings.
2. Several additional factors shall be considered whenever this operation is used, such as wake turbulence from opposite direction traffic, longer takeoff and landing rolls which will be experienced due to lack of head wind components, or the "spatial disorientation" that may result from opposite direction traffic:
 - (a) Runways must be reported as clear. (no snow, slush, ice or standing water)
 - (b) Weather must be at or above basic VFR minima.
 - (c) If the pilot elects to use another runway more aligned into the wind, the requested runway shall be approved, based upon traffic conditions.
 - (d) Local Control shall obtain a release from Approach/Departure Control prior to release of any aircraft on Runway 15R.
 - (e) Maximum wind speed as a function of wind direction for operations on all runways as described in Appendix 2. (Wind Tables)

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Appendix 2: MAXIMUM WIND VALUES

CROSSWIND COMPONENT (DRY RUNWAY)

<u>Wind Angle (Degrees) From Runway Heading</u>	<u>Wind Velocity (Knots)</u>
10	114
20	58
30	40
40	31
45	28
50	26
60	23
70	21
80	20
90	20

CROSSWIND COMPONENT (RUNWAY NOT DRY)

<u>Wind Angle (Degrees) From Runway Heading</u>	<u>Wind Velocity (Knots)</u>
10	86
20	44
30	30
40	23
45	21
50	19
60	17
70	16
80	15
90	15

TAILWIND COMPONENT

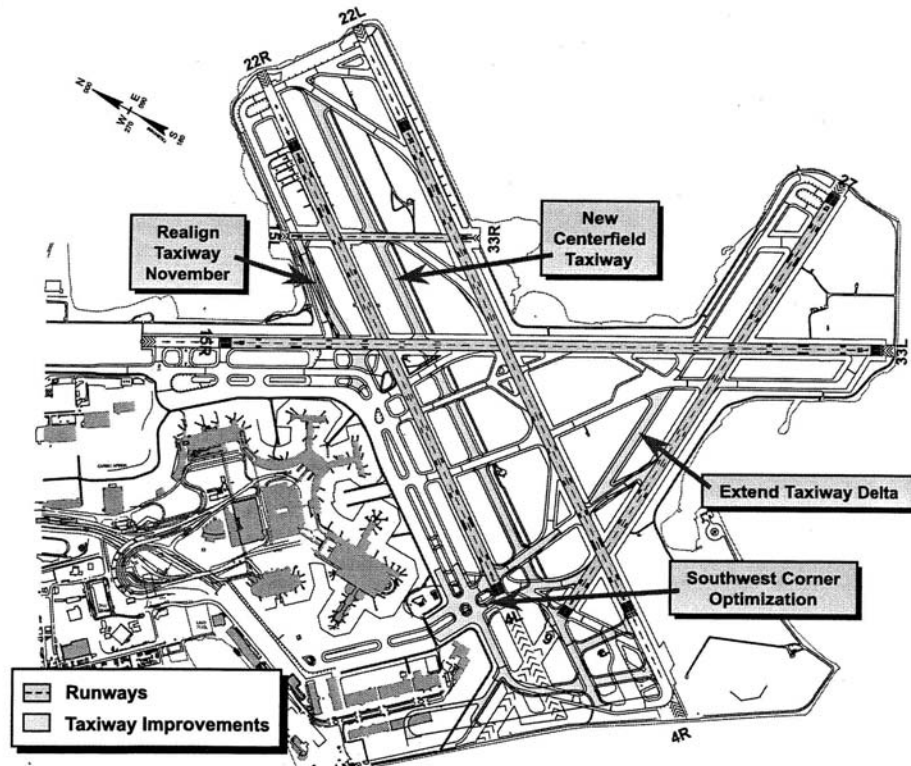
<u>Wind Angle (Degrees) From Runway Heading</u>	<u>Wind Velocity (Knots)</u>
100	20
110	14
120	10
130	7
135	7
140	6
150	5
160	5
170	5
180	5

3.9.2 Centerfield Taxiway

The Centerfield Taxiway, as currently designed, will both enhance airfield safety and increase the efficiency of aircraft taxiing operations (see Figure 3.9-2). The Centerfield Taxiway will increase the reliability of Logan operations by eliminating the need to use Runway 4L/22R as a taxiway whenever Taxiway November is unavailable due to construction, snow removal, or equipment problems. It also allows Logan to avoid taxiway conflicts from aircraft with wider wingspans and facilitates future innovations in optimizing aircraft flows. The safety and efficiency enhancements provided by the Centerfield Taxiway are summarized below and described in greater detail in Table 3.9-1:

- Provides multiple paths for routing aircraft to and from the ends of Runways 4L/22R and 4R/22L;
- Reduces the number and frequency of crossings of Runway 4L/22R;
- Enhances the efficiency of runway configuration changes;
- Avoids closing an active runway for use as a taxiway when other taxiways are temporarily unavailable;
- Provides safe taxiway routing for the next generation of heavy aircraft with wider wingspans;
- Allows for the implementation of ground delay programs without delaying aircraft not involved in such programs;
- Enables controllers to position ground-delayed aircraft in locations other than the runway end areas, thereby reducing ground noise impacts;
- Facilitates the return of departing aircraft to the terminal area when required by equipment malfunctions or de-icing, without delaying other aircraft;
- Eliminates congestion around the terminal area due to the impact of gate pushbacks and crossing inbound and outbound flows on Taxiway Kilo; and
- Increases the margin of safety by providing opportunities to move crossings away from areas where aircraft are operating at higher speeds.

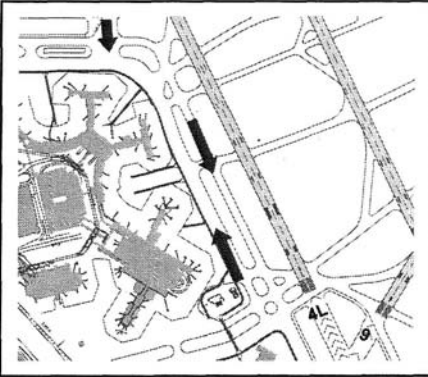
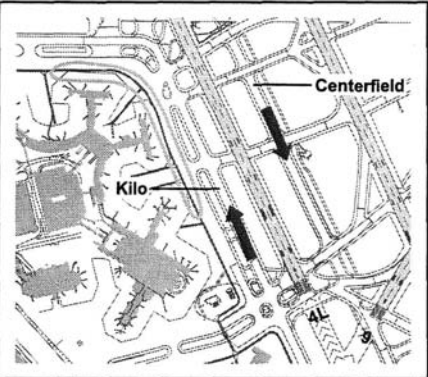
Figure 3.9-2 Proposed Taxiway Improvements

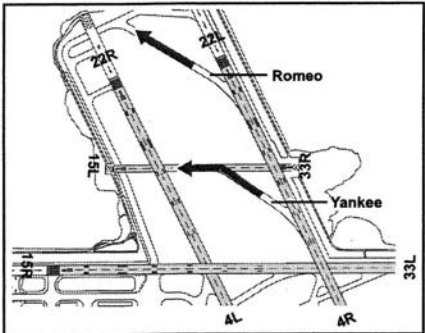
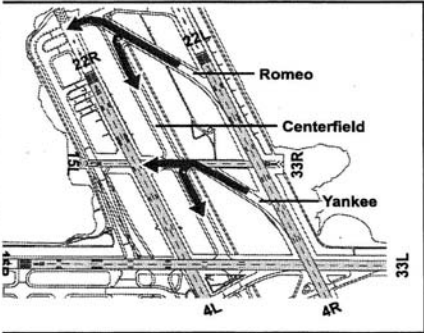
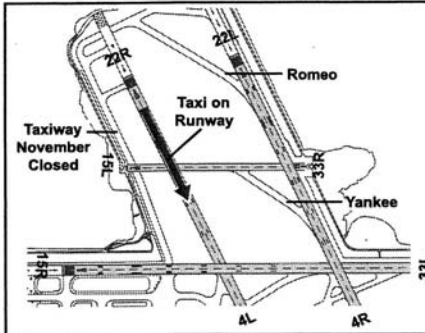
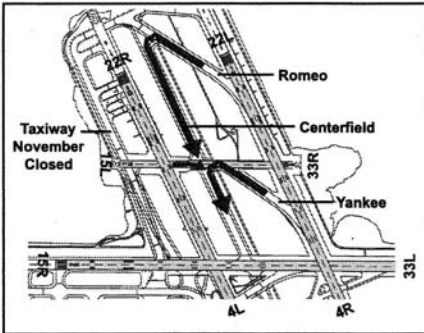


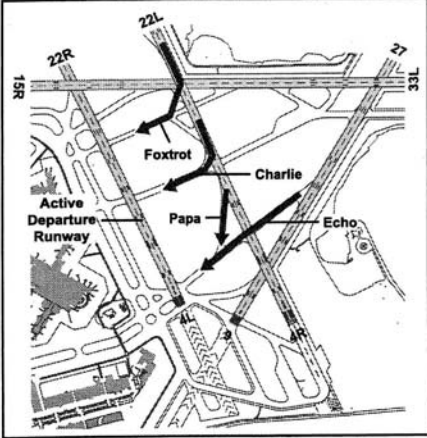
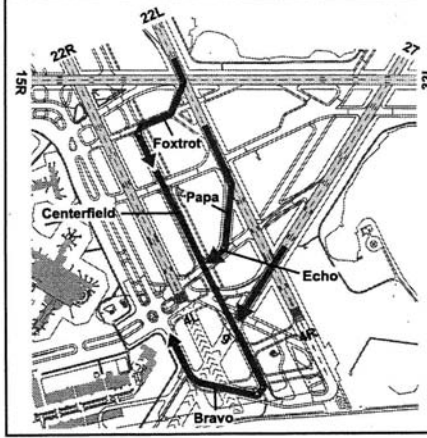
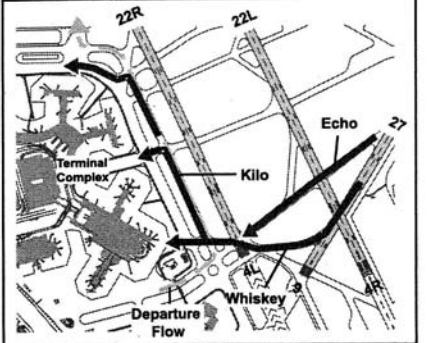
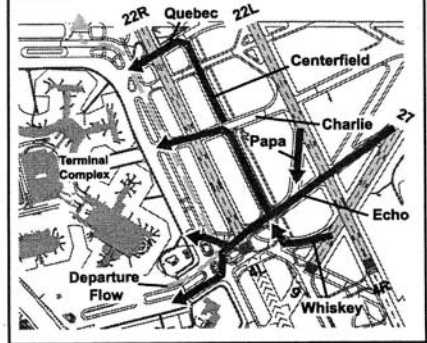
In response to public comments on the Supplemental DEIS/FEIR, a review of the use of the Centerfield Taxiway, as well as the other taxiway improvements, was conducted in April 2002 to examine any safety-related issues. Representatives of the FAA, including the Flight Standards Division and Runway Safety Office, performed this review along with Massport personnel. Based upon the FAA airport surface safety specialists' knowledge of the location of recent runway incursions at Logan, the typical locations of runway incursions at other airports, and the planned use of the proposed airport taxiway network, they concluded that no decrease in safety is expected compared to the current operation and confirmed that the taxiway improvements would enhance the safety and efficiency of Logan operations.

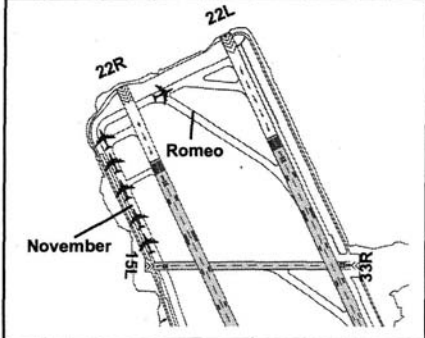
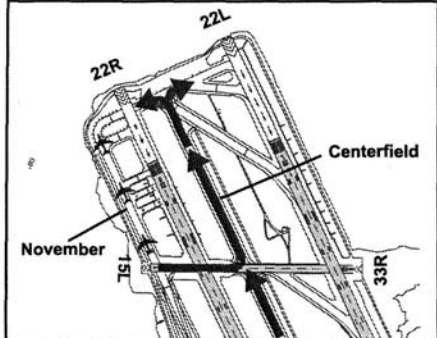
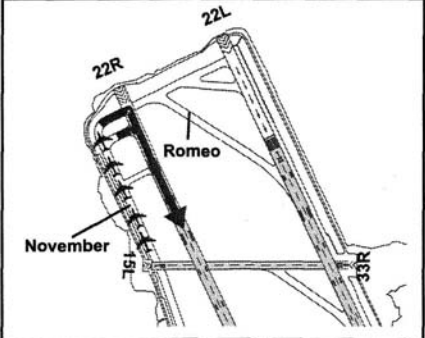
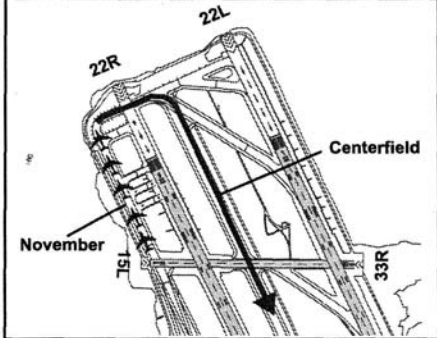
Table 3.9-1 presents more detailed operating procedures for the Centerfield Taxiway that illustrate how it achieves the previously listed enhancements in safety and efficiency with different runway configurations in effect. These operating procedures are consistent with the modeling performed and reported on in the Draft EIS/EIR and Supplemental DEIS/FEIR.

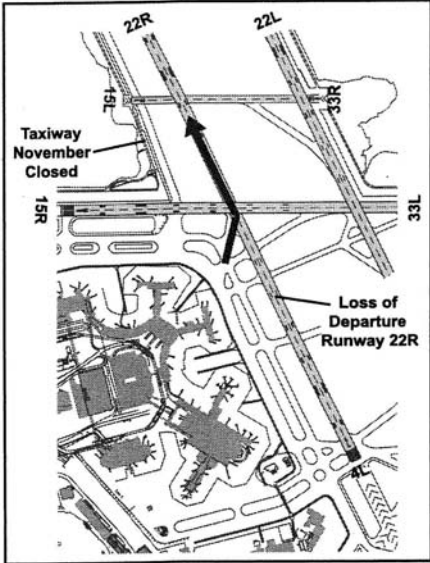
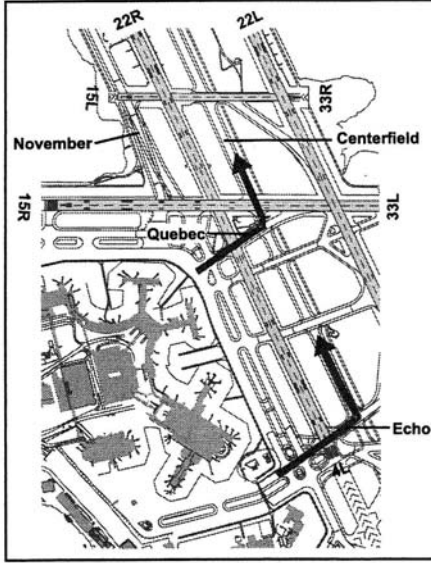
Table 3.9-1 Centerfield Taxiway Safety and Efficiency Enhancements

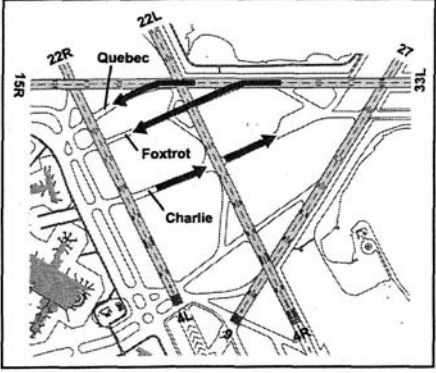
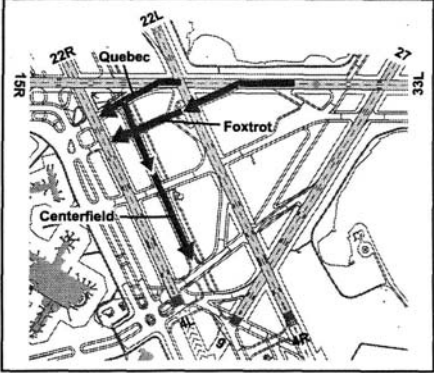
Existing Use	Improvements
Terminal Area Taxiway Congestion	
<p>There is inadequate distance between portions of the gate area and the inner Taxiway Alpha. Aircraft cannot "push back" from gates without blocking Taxiway Alpha.</p>	<p>The Centerfield Taxiway can be used as a parallel route to supplement Taxiway Kilo.</p>
 <p>The diagram shows a plan view of the terminal area taxiway network. Taxiway Alpha (AL) is a long, narrow taxiway. Arrows indicate aircraft movement from the gate area towards Taxiway Alpha, showing a bottleneck where aircraft would block the taxiway.</p>	 <p>The diagram shows the same plan view but with an additional taxiway, Centerfield, shown as a parallel route to Taxiway Kilo. Arrows indicate that aircraft can now use Centerfield as an alternative route, reducing congestion on Taxiway Kilo and Taxiway Alpha.</p>

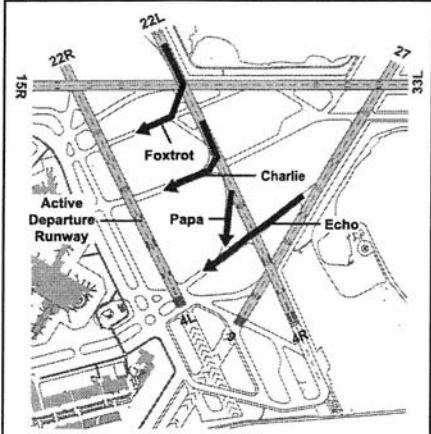
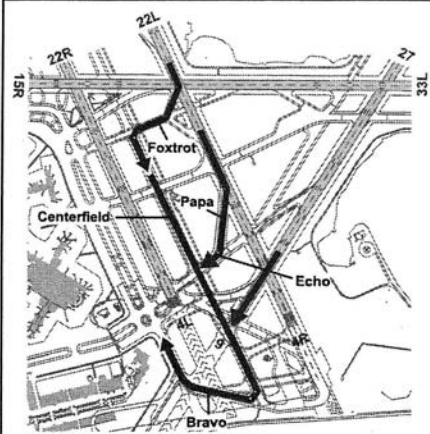
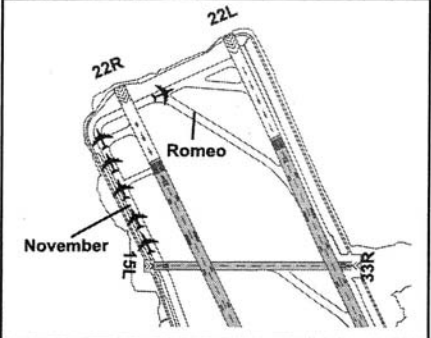
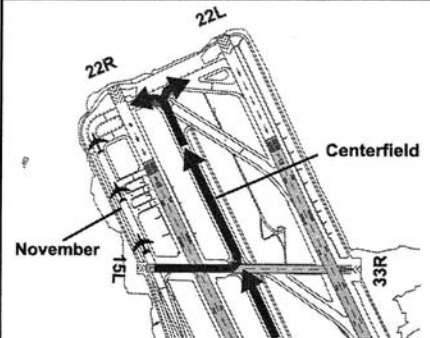
Existing Use	Improvements
Landing on Runways 4L and 4R & Departing on Runways 4L, 4R and 9	
<p>Aircraft arriving on Runway 4R often have difficulty crossing Runway 4L. This creates delay and congestion in an area of the airfield close to residential areas.</p> <p>In addition, aircraft arriving on Runway 4R have frequent stops on inbound taxi routes due to congestion. This causes a substantial increase in ground noise and engine emissions each time an aircraft has to increase power to overcome inertia.</p> 	<p>Centerfield Taxiway would allow arrivals to northern terminal areas to cross where they currently cross (at Runway 15L). Arrivals to the southern terminal areas could proceed southerly on the Centerfield Taxiway and cross Runway 4L closer to the terminal area or, if necessary, continue all the way to the end of the Centerfield Taxiway and go around the end of Runway 4L.</p> <p>Using the Centerfield Taxiway to permit arrivals to exit Runway 4R and proceed unimpeded towards the terminal area will reduce congestion and reduce the number of stops and starts during taxiing. This, combined with the other elements of the preferred alternative, will reduce ground noise by up to 5 dB DNL. (see Supplemental DEIS/FEIR, Table 6.2-16)</p> 
<p>Any temporary closure of Taxiway November greatly reduces the capacity of this configuration as Runway 4L must be used as a taxiway, reducing the arrival acceptance rate by nearly fifty percent.</p> 	<p>The Centerfield Taxiway provides a parallel route to minimize impact of any temporary closures of Taxiway November.</p> 

Existing Use	Improvements
Landing on 27/22L & Departing on 22R	
<p>Arrivals to Runways 22L and 27 must cross active Runway 22R.</p>	<p>Arrival aircraft can use Centerfield Taxiway to access Taxiway Bravo clear of Runways 27 and 22R when there is significant departure activity on Runway 22R. This reduces runway crossings.</p>
	
<p>During periods of high arrival demand on Runway 27, aircraft typically exit at Taxiway Whiskey and the queue builds when Runway 22R is active.</p>	<p>Runway 27 arrivals can avoid congestion at Taxiway Whiskey by using the Centerfield Taxiway to access alternate crossing points.</p>
	

Existing Use	Improvements
<p>The single path to Runways 22R and 22L inhibits the positioning of aircraft requiring Runway 22L's departure length, the repositioning of Runway 22R departures for restricted departure times, and the sequencing of aircraft to minimize wake vortex spacing. Aircraft issued ground holds are often held at the intersection of Taxiways November and Romeo for departure on Runway 22L.</p> 	<p>The Centerfield Taxiway provides an alternate route for departures going to Runway 22L and a bypass for those Runway 22R departures subject to a traffic management delay program.</p> 
<p>Since Runway 22R departures cannot be rerouted without using an active runway, changing configurations requires waiting until the Taxiway November queue has cleared.</p> 	<p>Aircraft could taxi on the Centerfield Taxiway to allow for faster and more expeditious changes in runway configurations.</p> 

<i>Existing Use</i>	<i>Improvements</i>
<p>Departures from Runways 22L and 22R require Taxiway November. Disabled aircraft, snowplowing, or maintenance can close Taxiway November and cause significant delays.</p>  <p>The diagram shows the existing airport layout with runways 22R, 22L, 15R, 15L, 33R, and 33L. Taxiway November is highlighted as closed, and Runway 22R is marked as a loss of departure runway. Arrows indicate the current flight paths from the runways.</p>	<p>The Centerfield Taxiway provides an alternate route when Taxiway November is under construction or closed for other reasons.</p>  <p>The diagram shows the improved airport layout with the same runways as the existing use. It highlights alternate routes using Centerfield, Quebec, and Echo taxiways. Arrows indicate the new flight paths, showing how they bypass the closed Taxiway November.</p>

Existing Use	Improvements
Landing 33L/33R & Departing 27	
<p>All arrivals must flow through the northeast corner of the terminal area, increasing congestion along with outbound aircraft heading for Taxiway Charlie.</p>	<p>The Centerfield Taxiway provides alternate routes to different terminals and minimizes the interaction with outbound taxiing. It also provides more time for ground control to monitor intersections with active runways and taxiways. <i>Note: Aircraft would not need to use the Centerfield Taxiway to cross Runway 33L when it is active.</i></p>
 <p>The diagram shows a network of taxiways and runways. Runways 15R, 22R, 22L, 27, and 33L are labeled. Taxiways Quebec, Foxtrot, and Charlie are also labeled. Arrows indicate the flow of traffic from the northeast towards the terminal area.</p>	 <p>This diagram is similar to the existing use diagram but includes an additional taxiway labeled 'Centerfield'. Arrows show that this new taxiway provides an alternate route for traffic, bypassing the congested northeast corner of the terminal area.</p>

Existing Use	Improvements
Landing on 27/22L & Departing on 22R	
<p>Arrivals to Runways 22L and 27 must cross active Runway 22R.</p>	<p>Arrival aircraft can use Centerfield Taxiway to access Taxiway Bravo clear of Runways 27 and 22R when there is significant departure activity on Runway 22R. This reduces runway crossings.</p>
	
<p>During periods of high arrival demand on Runway 27, aircraft typically exit at Taxiway Whiskey and the queue builds when Runway 22R is active.</p>	<p>Runway 27 arrivals can avoid congestion at Taxiway Whiskey by using the Centerfield Taxiway to access alternate crossing points.</p>
	

<i>Existing Use</i>	<i>Improvements</i>
All Runway Configurations	
During periods of outbound delay, new arrivals may find that their gates are still occupied by earlier flights. Aircraft waiting for a gate are often taxied in a loop pattern along Taxiways Alpha and Kilo, increasing congestion and controller workload.	The Centerfield Taxiway can provide alternate routes for positioning aircraft in close proximity to their anticipated gates. It is anticipated that this positioning will occur near the terminal areas and south of Runway 33L/15R.
An aircraft given a ground delay and specific departure time could cause delays to many more aircraft due to the difficulty in re-sequencing the departure queue when parallel taxi routes are not available.	The Centerfield Taxiway provides alternate taxi routes essential for the staging and sequencing of aircraft involved in traffic management delay programs.

3.9.3 Other Taxiway Improvements

There are three other proposed taxiway improvements in addition to the Centerfield Taxiway. These more modest taxiway improvements are designed to improve taxiway flows and reduce the potential for pilot confusion. These taxiway improvements are primarily safety enhancements rather than delay reduction initiatives, and are described in greater detail in the following sections.

3.9.3.1 Taxiway November Realignment

Realigning Taxiway November, as shown in Figure 3.9-2, will provide a straight connection from Taxiway November north of Runway 15R/33L to Taxiway Kilo south of this runway. This realignment will reduce aircraft maneuvering between Taxiways November and Kilo and simplify the runway crossing. It will also eliminate the angled Taxiway Tango intersection with Runways 15R/33L and 4L/22R. These changes will reduce pilot workload and potential confusion in this area, particularly during low visibility and nighttime conditions. (Refer to Figure 3.9-2.)

3.9.3.2 Taxiway Delta Extension

Extending Taxiway Delta to Runway 4R/22L will provide an alternate taxi route for departures on Runways 33L and 27, reducing congestion on Taxiway Charlie, which is now the sole access to these runways. It will also allow the controllers to separate jets taxiing to these runways from non-jets making intersection departures on Runway 33L at Taxiway Golf and on Runway 27 at Taxiway Charlie. By segmenting these taxi flows and providing straight taxiway paths to the ends of Runways 27 and 33L, the Taxiway Delta extension will enhance safety by reducing the potential for pilot confusion. (Refer to Figure 3.9-2.)

3.9.3.3 Southwest Taxiway System Reconfiguration

The Preferred Alternative includes improvements that will simplify the Southwest Corner taxiway system. The current configuration of taxiways around the departure ends of Runways 4L, 4R, and 9 is complex and potentially confusing. The redesigned layout will provide a more logical and efficient flow to reduce the potential for pilot confusion for both inbound and outbound aircraft. Airfield safety will be improved by simplifying runway crossings and access in this vicinity. (Refer to Figure 3.9-2.)

3.9.4 Reduced Minimums

The proposed reduction in ceiling and visibility landing minimums on Runways 15R, 22L, 27 and 33L will allow air traffic controllers to assign runways which are more closely aligned with the wind during instrument conditions. Landing into a headwind is preferable since it reduces the touchdown speed of the aircraft. On the other hand, landing with a crosswind—especially with gusts—is a more difficult task. The reduced minimums will enhance safety by allowing landings following an instrument approach to be made into the prevailing wind and with minimum crosswinds. Reduced minimums also enhance safety by providing positive instrument guidance at low altitudes and by reducing the probability of missed approaches. The proposed reduced minimums at Logan Airport would be consistent with recommended practices as established in FAA Order 8260.3B, United States Standards for Terminal Instrument Procedures.

3.9.5 Conclusion

Safety is of paramount importance to both the FAA and Massport and many of the proposed improvements will enhance safety as well as reduce delays and improve airfield operational flexibility. All of the taxiway improvements included in the Preferred Alternative were originally recommended by the *Runway Incursion Mitigation Plan* prepared in 1993 by a specially created Technical Advisory Committee that consisted of representatives from the FAA Air Traffic Control Tower, the FAA New England Regional Office, the Air Transport Association, the Airline Pilots Association, Massport, and airlines serving Logan.

A review of the Centerfield Taxiway, as well as the other taxiway improvements, was conducted in April 2002 to examine any safety-related issues. Representatives of the FAA, including the Flight Standards Division and Runway Safety Office, performed this review along with Massport personnel and concluded that no decrease in safety would occur compared to the current operation and confirmed that the proposed taxiway improvements and reduced minimums enhance safety in addition to reducing delays.

3.10 Impacts of the Centerfield Taxiway

As a result of public concerns about the operation of the Centerfield Taxiway, FAA is proposing to conduct a study to evaluate potential beneficial operational procedures that would preserve or improve the operational and environmental benefits of the Centerfield Taxiway shown in the EIS. This study would be coordinated with affected parties and would address taxiing operations in the northern portion of the airfield, both on the existing Taxiway November and on the proposed Centerfield Taxiway. Section 4.2 discusses this study in greater detail, while this section examines the environmental impacts of the Preferred Alternative if a decision on the Centerfield Taxiway is deferred until the proposed study is completed.

3.10.1 Environmental Impacts and Benefits of the Centerfield Taxiway

While the Centerfield Taxiway was not examined as a separate improvement concept, the impacts of the taxiway improvements as a group can be isolated through a comparison of Alternative 2, All Improvements Except Runway 14/32, and Alternative 3, the No Build Alternative. The following sections describe this comparison as well as the interactions between the Centerfield Taxiway and the other improvement concepts in the Preferred Alternative.

3.10.1.1 Delay Reduction

The taxiway delay impacts have been segregated from the runway delay impacts throughout the EIS analysis process, and taxiway delays were compiled separately for every fleet scenario and improvement alternative for which they were analyzed. The Centerfield Taxiway is the largest contributor to taxiway delay reduction, while the other taxiway improvements (the Taxiway Delta Extension, the Taxiway November Realignment, and the Southwest Corner Optimization) have less delay reduction benefit. These more modest taxiway improvements are designed to simplify taxiway flows and eliminate pilot confusion, and thus serve primarily as safety enhancements rather than delay reduction initiatives.

Overall, the taxiway improvements reduce delays by approximately 5,000 to 11,000 annual hours. Table 3.10-1 shows that under a range of fleet scenarios, the taxiway improvements provide relatively fixed delay reduction benefits that represent only a small share of the total delay reduction benefits associated with the Preferred Alternative.

**Table 3.10-1
Delay Reduction Benefits of All Taxiway Improvements**

Fleet	Taxiway Delays			Total Delay Reduction	
	All Improvements		Delay Reduction	Preferred Alternative Alt 1A	Percent due to Taxiway Improvements
	Except 14/32 Alt. 2	No Build Alt. 3			
29M Low	11,000	20,600	9,600	43,500	22%
29M High	7,900	18,900	11,000	67,900	16%
37.5M Low	16,000	25,900	9,900	77,900	13%
37.5M High	14,300	19,200	4,900	113,800	4%

Source: Airside Draft EIS/EIR, Table 4.5-6 and Table 4.5-3.

3.10.1.2 Ground Noise

Based on the ground noise analysis initially described in the Draft EIS/EIR, the highest ground taxi noise occurs at the three noise monitoring stations (NMS) around the northeast corner of the airport. More detail is provided in Section 5.2.7.2 of the Draft EIS/EIR. These three stations (NMS #7 - Loring Road near Court Road, Winthrop; NMS #10 - Bayswater & Shawsheen, East Boston; and NMS #12, East Boston Yacht Club, East Boston) are the closest to the Centerfield Taxiway and best reveal the potential ground noise impacts associated with its operation. Table 3.10-2 presents the modeled ground noise levels at these stations for four different fleets.

Based on the information presented in Table 3.10-2, the Centerfield Taxiway would have little impact on ground taxi noise. The average difference in noise between Alternatives 2 and 3 is 0.4 dB DNL or less. At each of the three stations impacted by the Centerfield Taxiway, noise can either increase or decrease depending on the fleet scenario. These increases and decreases are so small that they would not be readily detectable in the day-to-day environment, particularly when total aircraft noise impacts (including in-flight noise, noise from takeoff ground roll, and landing noise from thrust reversers) are considered.³¹

It should also be noted that while the taxiway improvements result in imperceptible changes in ground noise in the neighborhoods closest to the northern portion of the airfield, the Preferred Alternative results in more noticeable ground noise reductions. Compared to the No Action scenario, unidirectional Runway 14/32 increases use of the northwest configurations, which do not involve significant use of the Centerfield Taxiway and do not impact these ground noise receptors.

³¹ In general, changes in sound levels of 3 or 4 dB are barely perceptible. See "Aviation Noise Effects", Report No. FAA-EE-85-2, March 1985, page 3.

**Table 3.10-2
Ground Noise Impacts of Taxiway Improvements**

Noise Monitor/ Fleet	DNL from Ground Operations*					
	All Except 14/32 Alt. 2	No Build Alt. 3	Change (Alt 2-Alt 3)	Preferred Alternative Alt 1A	No Action Alt. 4	Change (Alt 1A-Alt 4)
<i>NMS #7: Loring Road near Court Road, Winthrop</i>						
29M Low	45.5	45.3	0.2	45.1	45.3	-0.2
29M High	45.5	45.6	-0.1	45.8	46.0	-0.2
37.5M Low	51.3	51.4	-0.1	47.2	51.8	-4.6
37.5M High	48.1	49.3	<u>-1.2</u>	45.3	50.0	<u>-4.7</u>
Avg. Change			-0.3			-2.4
<i>NMS #10: Bayswater & Shawsheen, East Boston</i>						
29M Low	43.4	42.9	0.5	42.1	42.9	-0.8
29M High	43.4	43.0	0.4	43.0	43.5	-0.5
37.5M Low	46.5	47.1	-0.6	42.5	47.5	-5.0
37.5M High	45.9	44.5	<u>1.4</u>	43.6	45.1	<u>-1.5</u>
Avg. Change			0.4			-2.0
<i>NMS #12: East Boston Yacht Club, East Boston</i>						
29M Low	48.2	48.3	-0.1	47.3	48.3	-1.0
29M High	48.4	48.3	0.1	47.9	48.7	-0.8
37.5M Low	49.5	49.9	-0.4	47.0	50.2	-3.2
37.5M High	50.1	49.3	<u>0.8</u>	48.4	49.8	<u>-1.4</u>
Avg. Change			0.1			-1.6

* Average propagation conditions.
Source: Airside Draft EIS/EIR, Table 6.2-23 through Table 6.2-25, and Appendix L.

3.10.1.3 Air Quality

As with the ground noise analysis, the air quality impacts of the Centerfield Taxiway are best assessed through examination of the three receptors adjacent to the northern portion of the airfield (Receptor #2 – East Boston, Constitution Beach; Receptor #3 – East Boston, Bayswater; and Receptor # 4 – Winthrop, Court/Loring Roads)³². Because of their proximity, these receptors are the best indicators of the potential air quality impacts of the Centerfield Taxiway. From the standpoint of air quality, the primary difference between these Alternatives 2 and 3 at these locations is the presence and utilization of the Centerfield Taxiway.

The dispersion modeling results presented in Appendix M of the Draft EIS/EIR and Appendix F of the Supplemental DEIS/FEIR show that when Alternatives 2 and 3 are compared, there are either no significant differences in air pollution concentration or the

³² Note that the air quality receptors are different from the noise monitoring stations. See Table 6.4-3 and Figure 6.4-1 of the Supplemental DEIS/FEIR for the air quality modeling receptor locations

differences are very small. Table 3.10-3 presents the dispersion modeling results for Alternatives 2 and 3 for three receptors and four different fleet scenarios. The table shows that NO₂ levels differ by only ± 2 percent or less at these locations, with or without the Centerfield Taxiway. These results are comparable for other pollutants (i.e., CO, VOCs, and PM), which were presented in Section 6.3 and Appendix M of the Draft EIS/EIR and in Section 6.4 and Appendix F of the Supplemental DEIS/FEIR. In all cases, the modeled air pollution concentrations at receptors 2, 3, and 4 are well within the Federal and State guidelines, indicating that air pollution levels, with or without the Centerfield Taxiway, would not pose a threat to the public or the environment. Overall, the dispersion modeling results reflect the potential contributions of emissions from all airport-related sources (i.e., aircraft, ground service equipment, motor vehicles, etc.) across the entire airport. For this reason, the Centerfield Taxiway does not cause a significant change in the modeling results.

**Table 3.10-3
Air Quality Impacts of Taxiway Improvements**

Receptor/Fleet	NO ₂ , Second Highest One-Hour Levels (micrograms per cubic meter)			
	All Except 14/32 Alt. 2	No Build Alt. 3	Change (Alt 2-Alt 3)	Percent Change
Receptor #2 - East Boston/Constitution Beach				
29M Low	221	221	0	0.0%
29M High	217	215	2	0.9%
37.5M Low	239	238	1	0.4%
37.5M High	249	254	-5	-2.0%
Receptor #3 - East Boston/Bayswater				
29M Low	242	243	-1	-0.4%
29M High	223	224	-1	-0.4%
37.5M Low	264	267	-3	-1.1%
37.5M High	255	258	-3	-1.2%
Receptor #4 - Winthrop/Loring near Court Rd				
29M Low	216	215	1	0.5%
29M High	207	208	-1	-0.5%
37.5M Low	230	228	2	0.9%
37.5M High	225	223	2	0.9%

Note: Massachusetts Department of Environmental Protection standard is 320.
Source: Airside Draft EIS/EIR, Volume IV, Appendix M

3.10.1.4 Other Environmental Impacts

The Centerfield Taxiway does not impact runway use, therefore, if the FAA decides to conduct the proposed study of operational procedures for the Centerfield Taxiway, this decision would not impact historical resources, other Section 4(f) resources, or Environmental Justice. In addition, conducting further study and deferring any decision

on the Centerfield Taxiway would reduce on-airport construction, and thus could reduce the water quality, soils, biotic communities, coastal zone, and construction impacts. The environmental impacts of not building the Centerfield Taxiway would be bounded by the No Action and Preferred Alternatives. Even with the Centerfield Taxiway in place, the Preferred Alternative produced no significant environmental impacts within these categories.

3.10.1.5 Interaction with Runway 14/32 and Other Improvements

There is limited interaction between the Centerfield Taxiway and the other concepts included in the Preferred Alternative, specifically Runway 14/32. Aircraft arriving or departing on Runway 14/32 generally would not utilize the Centerfield Taxiway, and taxi flows to and from the runway ends in the northwest/southeast configurations do not benefit significantly from the taxiway. The primary benefit of the Centerfield Taxiway occurs while operating on the north/south runway configurations using Runways 4L/22R and 4R/22L because the Centerfield Taxiway aids in the crossing of Runway 4L/22R.

The Taxiway Delays Case Study in Appendix K of the Draft EIS/EIR examined the benefits of all of the proposed taxiway improvement concepts. As shown in Table 3.10-4, the delay reduction impacts of the taxiway improvements occurred primarily when operating to the northeast and southwest, while the taxiway delay benefits when operating to the northwest or southeast were nearly imperceptible. These results indicate that the Centerfield Taxiway has little utility when operating to the northwest or southeast, regardless of whether Runway 14/32 is constructed. The analysis demonstrates that the Centerfield Taxiway has little interaction with Runway 14/32.

**Table 3.10-4
Reduction in Average Taxiway Delays by Primary Operating Direction**

Operating Direction	Inbound / Outbound	Reduction in Average Delay (Minutes per Operation)
Northeast	Inbound	1.0
	Outbound	2.3
Southwest	Inbound	2.0
	Outbound	1.4
Northwest	Inbound	0.1
	Outbound	0.1
Southeast	Inbound	0.3
	Outbound	-0.1

Note: Average Taxiway Delay Reduction from Appendix K of the Draft EIS/EIR Taxiway Delay Case Study. Delays represent 37.5M Low Fleet with Average Day Terminal Assignments.

3.10.2 Conclusion

To address public concerns about the impact of the Centerfield Taxiway, the FAA is proposing to conduct a study to evaluate potential beneficial operational procedures that would preserve or improve the operational and environmental benefits of the Centerfield Taxiway shown in the EIS. A decision on the Centerfield Taxiway would be deferred until the study was completed. The Airside Project EIS operational and environmental analyses described in this section demonstrate that the potential deferment of the Centerfield Taxiway would have no discernable impact on the environmental impacts associated with the other improvement concepts in the Preferred Alternative.

will consult with the CAC and the South Shore communities to develop the scope for a noise study that will: (i) assess the potential for enhancing existing or developing new noise abatement procedures for Logan International Airport designed to achieve relief for areas impacted by Logan overflights, and (ii) identify other feasible noise relief measures. The noise study will evaluate a variety of proposals, such as those from some of the South Shore communities, on the basis of environmental benefits; operational impacts, safety and efficiency; and consistency with applicable legal requirements.

4.2.1.1 Review of PRAS

As part of its Section 61 commitments, Massport has committed to begin working with the CAC to update the existing Preferential Runway Advisory System (PRAS) program. The FAA supports these efforts and will work with Massport and the CAC to assess the PRAS program, with the understanding that the current PRAS will remain in place until superseded. The noise study described above may also provide context for the reassessment of the PRAS program. While such action is not related to the Project or to Project impacts, the FAA believes that any examination of PRAS as well as other efforts to examine additional noise measures must be undertaken within the broader context of noise around Logan, taking into account safety considerations and operational efficiency.

4.2.2 Review of Taxiway Operations North of Runway 15R/33L

Although the analysis in the EIS states that the Centerfield Taxiway has environmental benefits and does not adversely impact noise or reduce air quality in the areas adjacent to the northern portion of the airfield, residents of the East Boston (Bayswater and Constitution Beach) and Winthrop (Court Road) neighborhoods closest to the existing Taxiway November and the proposed northern end of the Centerfield Taxiway have specifically expressed their concerns about Centerfield Taxiway. Residents of these neighborhoods have also voiced concerns regarding the use of Taxiway November and have questioned the FAA's compliance with the existing "good neighbor" policy regarding the queuing of aircraft on Taxiway November.¹ Given these concerns, FAA is proposing to conduct an additional study of taxiway operations in the northern portion of the airfield to evaluate potential beneficial operational procedures that would preserve or improve the operational and environmental benefits of the Centerfield Taxiway shown in this EIS. The FAA would not make any decision concerning the Centerfield Taxiway until after the study and appropriate environmental review have been completed. Section 3.9 of this Final EIS describes the operational and safety benefits of constructing the Centerfield Taxiway. Section 3.10 describes the environmental impacts of the Centerfield Taxiway, and demonstrates that the deferral of a decision on the Centerfield Taxiway would have no measurable impact on the environmental assessment of the remaining improvement concepts in the Preferred Alternative.

¹ FAA Order BOS TWR 7040.1, "Noise Abatement".

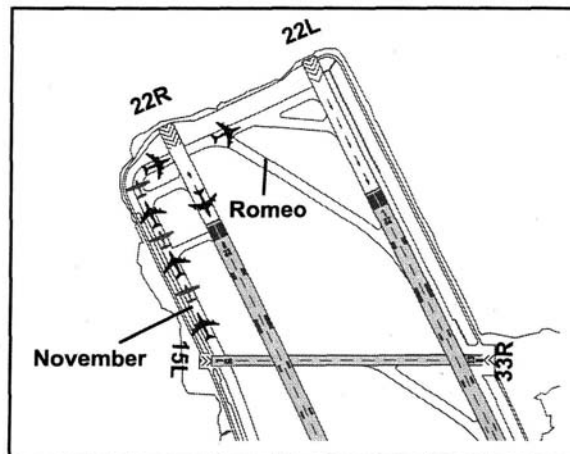
4.2.2.1 "Good Neighbor" Policy Regarding Taxiway November Queues

In the early 1980's, the FAA adopted a policy to address concerns expressed by nearby communities about the number of aircraft using Taxiway November and their associated ground noise impacts. The FAA Order states that it is the policy of Boston ATCT to be a good neighbor and to meet operational objectives/responsibilities while mitigating noise whenever circumstances permit. The specific procedure calls for the FAA to limit turbojets as follows (see Figure 4.2-1):

No more than five turbojets, including one in position, shall be cleared beyond Runway 15L. Only one turbojet is allowed to be held on November Taxiway between Runways 22R and 22L.²

The limit applies to aircraft north of Runway 15L/33R, the 2,600 foot long runway. There is no limit imposed under this policy on the number of aircraft between Runway 15R/33L and Runway 15L/33R.

Figure 4.2-1 "Good Neighbor" Policy on Taxiway November Queues



Traffic has grown by approximately 60 percent since the early 1980's when this policy was established, and the percentage of turbojets has increased from about 50 percent of Logan traffic to nearly 75 percent. These two combined effects have increased turbojet aircraft operations at Logan by a factor of almost two-and-a-half (i.e., a 140 percent increase). Over the same period, increases in traffic and congestion throughout the National Airspace System have also led to additional traffic flow management initiatives that controllers must

² FAA Order BOS TWR 7040.1, "Noise Abatement".

carry out. This increased traffic and operational complexity have made it increasingly difficult over the years to meet the objectives of the "good neighbor" policy on Taxiway November queuing.

There are times when many aircraft push back from their gates at the same time, when airport capacity is reduced due to bad weather, or when traffic flow restrictions are imposed on flights departing from Boston. During these periods, air traffic controllers have few options for managing aircraft on the airport surface while still ensuring the safe and efficient operation of the airport.

While these factors have made it more difficult for controllers to satisfy the limit on Taxiway November turbojets north of 15L, aircraft are much quieter now than when the policy was adopted in the early 1980s. The air carrier fleet has evolved from Stage II aircraft to the current Stage III fleet, substantially reducing the noise impacts that the "good neighbor" policy was designed to prevent. Nevertheless, community concerns about aircraft taxiing at the northern end of the airport are important to FAA.

4.2.2.2 Two-Task Study of Taxiway Operations

Given these community concerns, FAA is proposing to undertake an additional study to evaluate potential beneficial operational procedures that will preserve or improve the operational and environmental benefits of the Centerfield Taxiway. The study would also address impacts from Taxiway November. The study would be composed of two tasks, and would focus on the area north of Runway 15R/33L. The first task would focus on the existing taxiway network and would consider measures designed to respond to the community concerns regarding aircraft on Taxiway November. The second task would (i) evaluate procedures designed for implementation once the Centerfield Taxiway is constructed and (ii) consider specific operating procedures that could mitigate community concerns regarding the impacts of the Centerfield Taxiway while preserving the operational and other environmental benefits shown in the EIS. Any such procedures or prohibitions would not limit the use of the Centerfield Taxiway in the event of emergencies, key equipment outages, or scheduled maintenance that requires the closure of taxiways at the north end of the airport.

Both tasks of the taxiway study would be coordinated with affected parties. This would include, but may not be limited to, consultation with representatives appointed from the East Boston and Winthrop neighborhoods immediately surrounding the northern end of Runways 22L and 22R to ensure that their concerns are well understood and that reasonable mitigation procedures are considered. Any decision with respect to the approval of the Centerfield Taxiway, including appropriate beneficial operating procedures identified in the proposed study, would be made following completion of the study. A written evaluation will be conducted by FAA as to whether the decision could be made based upon the data and analysis contained in the EIS and the study, or whether further environmental documentation is necessary before such decision could be made. Any such written evaluation would conform to the requirements of paragraph 103 of FAA Order 5050.4A

LOGAN AIRSIDE IMPROVEMENTS PLANNING PROJECT SECTION 61 FINDINGS

RESOLUTION AND VOTE OF MASSPORT BOARD IN COMPLIANCE WITH M.G.L. C.30, SECTION 61

WHEREAS, the Authority has been engaged in long-term planning activities to ensure that flight operations at Boston-Logan International Airport ("Logan") are conducted as safely and efficiently as possible in terms of on-time performance and in a manner consistent with established environmental impact policies and goals, and

WHEREAS, in the context of this planning process the Authority has identified a range of alternatives for achieving these results, including specific improvements to the airfield component of Logan, and

WHEREAS, pursuant to the National Environmental Policy Act ("NEPA") and Massachusetts Environmental Policy Act ("MEPA") and related regulations and other requirements, the Authority has been engaged in an environmental review process to examine a number of aspects of the various alternatives under review, including without limitation, purpose and need, analysis of the current and projected flight delay problem, role of the regional airport system and other transportation alternatives in meeting current and forecast passenger demand, affected environment, environmental consequences, environmental justice, and environmental mitigation, and

WHEREAS, the environmental review process under MEPA commenced with the filing of an Environmental Notification Form ("ENF") on July 31, 1995 for the Logan Airside Improvements Planning Project (the "Airside Project") which was the subject of a formal scoping process, including a public scoping session on September 23, 1995, which process in turn led to the issuance of a Certificate by the Secretary of the Executive Office of Environmental Affairs ("EOEA") defining the scope of the Airside Project Draft Environmental Impact Report ("Draft EIR"), and

WHEREAS, the Airside Project Draft EIR was filed on February 1, 1999, which document included the designation of a Preferred Alternative consisting of the following components: unidirectional Runway 14/32; Centerfield Taxiway; extension of Taxiway Delta; realignment of Taxiway November; improvements to the southwest corner taxiway system; and reduction in approach minimums on Runways 22L, 27, 15R and 33L (which component is an initiative of the Federal Aviation Administration), and

WHEREAS, the Draft EIR was the subject of an extended public comment period, including public hearings on Wednesday, April 7, 1999 at the State Transportation

Building in Boston and Thursday, April 8, 1999 at the Holiday Inn in East Boston, which resulted in the issuance of a certificate from the Secretary of EOE A dated May 7, 1999, in which said Secretary determined that the Draft EIR adequately and properly complied with MEPA and with its implementing regulations and specified certain additional analytic work, including additional mitigation measures and responses to substantive comments, to be included in the Final Environmental Impact Report ("Final EIR"),

WHEREAS, the Final EIR was the subject of an extended public comment period, and of public hearings, and notice of availability of the Final EIR was published in the Environmental Monitor on May 9, 2001, and on June 15, 2001, the Secretary of EOE A issued a certificate determining that the Final EIR adequately and properly complies with MEPA and its implementing regulations, concluding the MEPA review of the Airside Project; and

WHEREAS, these findings will be revised, if appropriate, to incorporate any further commitments within MEPA jurisdiction that may arise during the federal environmental review process;

NOW THEREFORE BE IT RESOLVED AND VOTED:

- A. The Authority hereby finds that: (a) the environmental impacts associated with the Airside Project, EOE A No. 10458, and selection and implementation of the Preferred Alternative, are properly and adequately described and evaluated in the ENF, Draft EIR and Final EIR and the description of such environmental impacts set forth in said documents is adopted as a specific finding herein, and (b) by implementing the mitigation measures set forth in the Final EIR as modified by and as authorized and directed by this resolution, all feasible means and measures will be taken to avoid or minimize any environmental impacts as determined by this resolution.
- B. The Authority hereby further finds and determines that the improvements constituting the Preferred Alternative as set forth in the Draft EIR and Final EIR will enhance the operation of Logan by improving safety conditions and on-time performance of aircraft and will provide related environmental benefits.
- C. The Authority hereby makes the findings set forth below in accordance with M.G.L. c.30, Section 61 and hereby authorizes and directs the Executive Director to implement the measures described herein:

1.0 Runway 14/32 Unidirectional Limitation

Runway 14/32 will be operated as a unidirectional runway to accommodate over-water flight operations only, i.e., arrival operations in an east-to-west

direction to the Runway 32 approach end and departure operations from a west-to-east direction from the Runway 14 departure end. Construction specifications will require that lighting, marking and instrumentation components of Runway 14/32 be done consistent with the above-described unidirectional limitations. No parallel or other type of taxiway facility will be constructed to allow departures from an east-to-west direction from the 32 end. The Authority will, if requested, enter into an appropriate contract with an appropriate governmental body and/or representative community group(s) to provide rights to enforce the intended unidirectional restriction of Runway 14/32.

2.0 Regional Transportation Policy - Regional Airport Network

The Authority is engaged in promoting increased utilization of regional airports and other travel modes to provide relief to Logan Airport. As an independent authority that owns and operates Logan and Hanscom Field, as well as the Tobin Bridge and many properties in the Port of Boston, and has operational responsibility for Worcester Regional Airport, the Authority is just one of many agencies that influence regional transportation policy. With regard to aviation, the Authority's primary responsibilities are the provision, operation and maintenance of airport infrastructure at Logan and Hanscom Field, and the operation of Worcester Regional Airport.

The Authority supports a regional transportation policy to improve the efficient use of the region's transportation infrastructure by expanding use of the regional airports and other transportation modes, where appropriate. To achieve these goals, the Authority is committed to cooperative transportation planning and is actively working with a broad array of transportation agencies and concerned parties to ensure an integrated, multi-modal regional transportation network. The Authority has undertaken several initiatives to advance the role of regional airports in accommodating a greater share of the region's air travel demand. The Authority is also an active participant in several interagency transportation planning forums pertaining to alternative intercity travel modes.

The Authority's efforts in connection with this Regional Transportation Policy will include:

2.1 Worcester Regional Airport

The Authority will, in accordance with its agreement with the City of Worcester, continue to exercise operational control over Worcester Regional Airport, and continue to work to attract new air service and develop and implement a marketing campaign targeted to travelers and airlines to provide awareness of Worcester Regional Airport and enhance its utilization within its primary service area.

2.2 Cooperative Regional Transportation Planning Initiatives

The Authority will:

- Maintain an aviation information database and distribute quarterly reports that track aviation trends at all of the regional airports to parties interested in promoting regional airport services;
- Compile and issue periodic statistical summaries of passenger levels, aircraft operation counts and airline schedule data at the major New England regional airports;
- Prepare an Annual Report summarizing regional airport trends and service developments;
- Participate in meetings of other regional and state aviation organizations, including the Massachusetts Aeronautics Commission and transportation summit meetings organized by the New England governors;
- Continue to cooperate with the Federal Aviation Administration and directors of other regional airports to undertake and complete a *New England Airports System Study* to evaluate the performance of the regional airports since the completion of the *1995 Regional Airport Air Passenger Service Study*; reevaluate airport market areas and capture rates; evaluate the potential for international, charter and cargo services at the regional airports; evaluate capacity issues at the regional airports; and consider the development of high occupancy vehicle/ground transportation and rail alternatives to improve access to the regional airports;
- Continue to encourage various transportation initiatives (e.g., commuter rail, rail or other links between regional airports) by relevant agencies or other governmental bodies through Transportation Bond Bill or other legislative initiatives that may be required to implement an improved effective regional transportation system;
- Continue to assist in the development of a comprehensive rail plan for New England, including the designation of high rail corridors;
- Continue to support inter-city rail planning through membership in the Metropolitan Planning Organization (MPO); and
- Make the Authority's Logan Express satellite parking lots and stations available on a reasonable commercial basis for third-party bus and park-and-ride connections to other regional airports, including Worcester, Manchester and Providence.

3.0 Residential Sound Insulation

The construction and operation of Runway 14/32 will significantly reduce the most severely noise-impacted populations within the 70 and 75 dB DNL contours in East Boston, Winthrop and Revere. This reduction results from a distribution of flights more consistent with the Preferential Runway Advisory

Logan Airside Improvements Planning Project

System (PRAS) goals. However, the change in distribution levels resulting from the availability of Runway 14/32 will also increase the population within the future 65 dB DNL contours in comparison to the No Action alternative and in comparison to 1998 conditions. This increase will be mitigated by providing sound insulation to affected residences (located in Chelsea, East Boston and South Boston) that fall within the 65 dB DNL contour for the Preferred Alternative as defined in the 1999 29M Low Fleet scenario (see Final EIR, Table 8.5-1). The number of dwelling units that will be sound insulated are within the new airport wide contours reflecting the conditions of the 29M Low Fleet DNL contour and the sound insulation program will be structured to meet FAA funding requirements. Relevant FAA general sound insulation program funding requirements do not provide sound insulation benefits for buildings that do not meet applicable building codes. However, in order to ensure that all residents of buildings who would otherwise be eligible for sound insulation do not lose eligibility because of building code considerations, funds will be provided, through special Project mitigation commitments from the FAA, to allow for building code upgrades to be made on individual homes to the extent that building code upgrades are necessary to allow the sound insulation work to be completed. To further ensure that all eligible residences are included within the sound insulation program, the specific identity of residences will be determined based upon a detailed block-by-block analysis to be performed during implementation. If federal funding is not available to complete the sound insulation of homes newly included within the 65 dB DNL as a result of the implementation of the Airside Project, the Authority commits to providing the funding necessary to complete the sound insulation of those homes.

4.0 Tenant Relocation Assistance

As described in the Draft EIR and Final EIR, the construction of Runway 14/32 will require the demolition of existing Cargo Building 60 and Cargo Building 61. The current tenant, pursuant to plans independent of the Airside Project, will vacate Building 61. In connection with its acquisition of Building 60 the Authority will provide relocation assistance to building tenants as required by applicable provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Part 24 of 49 CFR and M.G.L. Chapter 79A and implementing regulations. Relocation resources will be made available to all eligible business relocatees without discrimination.

5.0 Vegetation and Wetlands

All construction associated with the Preferred Alternative is confined to upland portions of the Logan airfield. There will be no loss of wetlands as a result of the implementation of the Preferred Alternative. During construction, sediment and erosion controls will be implemented within the 100-foot buffer zone of the coastal bank. All areas disturbed by construction will be stabilized with vegetation common to the airfield once re-grading is completed.

6.0 Wildlife

Construction of the Centerfield Taxiway and the Taxiway Delta extension will result in the conversion of approximately 37 acres of grassland to paved surface, thereby eliminating this area as habitat for the upland sandpiper. In coordination with the Massachusetts Natural Heritage and Endangered Species Program (NHESP), the Authority will develop a mitigation plan to address this impact and that will comprise the following elements:

- Alteration of existing airfield grassland mowing procedures prior to the spring arrival of the upland sandpiper to encourage occupation of other areas of the airfield rather than the construction area.
- Implementation of a pre-construction and an on-going pre-mowing upland sandpiper reconnaissance program to ensure that no individual birds remain in the area.
- Off-site habitat enhancement.

Enhancement of bird habitat at Logan is not feasible due to the significant potential for increased aviation hazards. As part of the Conservation and Management Permit process under the Massachusetts Endangered Species Act (MESA), the Authority in coordination with the NHESP will develop a comprehensive onsite and offsite mitigation program to provide a "net benefit to the local population" of upland sandpipers. The offsite mitigation is expected to involve funding from the Authority for a grassland restoration/habitat enhancement program at Camp Edwards on Cape Cod. Under this program, the Authority will provide funds to the Massachusetts National Guard (MNG) for restoration of the former upland sandpiper habitat. A Memorandum of Understanding (MOU) between the Authority and MNG to ensure effective implementation of the program is anticipated. In the event that such a program at Camp Edwards is not available, an appropriate alternative program acceptable to the NHESP will be developed and implemented.

7.0 Water Resources

Construction of the Runway 14/32 and Taxiway components of the Preferred Alternative will result in a slight increase (3.8 percent) in peak runoff to tidal waters. Peak discharges will be minimized through the use of grassed swales and infiltration of runoff. No long-term impacts to water quality are anticipated. The existing stormwater drainage system will be reconfigured slightly to accommodate runoff from the runway and taxiway improvements. A low-flow water quality treatment structure will be incorporated into the existing system to handle the first flush runoff from portions of the airfield, if feasible. Sediment and erosion controls will be installed and maintained during all portions of construction to minimize adverse impacts. Construction will be phased to minimize the extent of bare soil at any one time. All new runway

and taxiway construction within areas subject to DEP's Stormwater Management Policy will be consistent with applicable policies and performance standards.

8.0 Soils

Disposal of soils excavated for runway and taxiway construction will be completed in compliance with the Massachusetts Contingency Plan (MCP), 310 CMR 40.0000, and will be conducted in a manner consistent with the Authority's Soil Management Plan developed for the Logan modernization projects.

9.0 General Construction Mitigation

Appropriate measures to enhance safety and mitigate traffic, air quality, and noise impacts will be incorporated into the contract documents and specifications governing the activities of contractors and subcontractors constructing all construction elements of the Preferred Alternative.

All construction activity associated with the Preferred Alternative will comply with FAA Advisory Circular 150/5370-2C, Operation Safety on Airports During Construction. In addition, the Authority will utilize a number of mandatory construction mitigation procedures for all construction contractors. The Authority will employ a team of on-site resident engineers and inspectors to monitor all construction activities related to the Preferred Alternative, including the following management practices:

- Full coordination with the CA/T Project, and with all relevant agencies including the FAA, MBTA, Massachusetts Turnpike Authority, Massachusetts DEP, Massachusetts Coastal Zone Management (CZM), Massachusetts Water Resources Authority (MWRA), City of Boston, Boston Water and Sewer Commission (BWSC), and utility companies, as appropriate.
- Preparation of detailed pre-construction plans for traffic maintenance, construction specifications for contractors, and coordinated scheduling of all construction activities (as well as the other measures noted in the ground transportation sections above).

Construction mitigation measures in a number of categories are described below.

9.1 Construction Traffic Operations

- Construction vehicles will be required to use State highways or Logan roadways, including the Ted Williams Tunnel, except when seeking access to local businesses. A clause to this effect will be inserted in all construction contracts relating to the construction components of the Preferred Alternative.

- Truck routes for Logan projects that minimize impacts on the local communities will be established. Construction vehicles would be restricted from using Neptune Road, Maverick Street, and Porter Street in East Boston. Designated truck routes will be specified in all construction contracts.
- Construction employee parking spaces will not be permitted on the construction site nor will provisions be made for them elsewhere on-airport with the exception of a small number of spaces for supervisory personnel. It is expected that construction workers will access the airport via public transportation or via shuttle buses from off-airport parking areas.
- Police details will be employed at appropriate locations on the airport to manage traffic and ensure public safety.

9.2 Construction Air Quality

- The Authority will require contractors to retrofit their heavy construction equipment with advanced pollution control devices during construction in accordance with DEP's Clean Air Construction Initiative. Contractor-owned equipment such as front-end loaders, backhoes, cranes and excavators will be retrofitted with oxidation catalysts. This device filters out and breaks down hydrocarbons, particulate matter and carbon dioxide associated with diesel emissions.
- During the construction process a regular program of street sweeping will minimize dust from construction vehicle movements on airport roads.
- Fugitive dust also will be controlled with water spray as needed during demolition and construction; no chemical soil stabilizers will be used.
- All trucks hauling demolition materials and excavate from the site will be covered and their wheels will be washed prior to leaving the construction site.

9.3 Construction Noise

General construction noise will be limited using techniques such as:

- Use of: (1) concrete crushers or pavement saws for building demolition or similar construction activity; (2) local power grid to reduce the use of generators, to the extent practicable and feasible.
- Attaching (1) intake and exhaust mufflers, shields, or shrouds; (2) noise-deadening material to inside of hoppers, conveyor transfer points, or chutes.
- Maintaining equipment to ensure peak performance.
- Limiting (1) the numbers and duration of equipment idling on the site; (2) the use of annunciators or public address system; (3) the use of air or gasoline-driven hand tools.

- Configuring, to the extent feasible, the construction site in a manner that keeps loud equipment and activities as far as possible from noise-sensitive locations.

When construction is scheduled during the nighttime hours and near community sensitive areas (e.g., East Boston and Winthrop) the following noise mitigation measures will be employed.

- The use of backup alarms for all pieces of equipment will be prohibited, to the extent appropriate. The Contractor will be required to provide additional laborers to assure that equipment backup safely and comply with OSHA regulations.
- Trucks delivering bituminous concrete or other materials will be prohibited from slamming their tailgates to clean out truck beds after dumping.
- During paving operations, the contractors will be required to turn off their vibratory compactors prior to exiting off the newly place pavement and onto the old existing pavement.

Further noise control options will be evaluated during the ongoing project design to define their effectiveness and feasibility. Appropriate operational specifications and performance standards will be incorporated into the construction contract documents.

10.0 Preferential Runway Advisory System (PRAS) Monitoring and Reporting

The Authority will develop and implement a PRAS Monitoring System and will implement a new distribution system for reports. The Massport Quarterly Noise Reports will be expanded to include a number of new reports, and the distribution list will be expanded to include interested parties, including the Logan Citizens Advisory Committee (CAC). In addition, the annual reports on runway utilization, dwell and persistence will also be included as part of the Environmental Status and Planning Report (ESPR) (formerly GEIR) filings made with the Executive Office of Environmental Affairs. Over the longer-term, the Authority will work with the FAA to design additional reports that could help enhance the attainment of PRAS. In addition, the Authority will begin working with the CAC to update the PRAS program, with the understanding that the current PRAS system will remain in place until superseded.

11.0 Peak Period Monitoring and Demand Management Program

The Authority commits to putting in place an enforceable Peak Period Pricing (PPP) program or an alternative demand management program with comparable effectiveness. The Authority's objective is to set out clear rules

well in advance to allow airlines to predict with certainty the costs of their scheduling decisions, and to modify their behavior accordingly. As a first step, the Authority will establish and maintain a monitoring system that will: (i) provide advance indication of when airline overscheduling is likely to become a significant contributing factor to aircraft arrival and departure delays at Logan; and (ii) identify the portion of the day during which an overscheduling condition would likely occur. The key components of this system will be as follows:

- Projections of Logan flight activity will be developed on a semi-annual basis. These projections will be prepared 4 to 6 months in advance and will represent estimates of flight levels by hour for the upcoming seasonal schedule period. Projections will be based on the most recent activity levels of Logan, historic seasonality patterns, and advance flight schedules submitted by air carriers to the Official Airline Guide (OAG). The projections will also reflect non-scheduled activity including charter and general aviation.
- Logan's average runway capacity under Visual Flight Rule (VFR) conditions will be evaluated as required.
- Delays due to overscheduling will be quantified through an analysis that simulates the projected flight schedules against Logan's VFR capacity. Delays will be estimated by hour to permit designation of a specific peak period when overscheduling conditions are likely to cause significant delays.

Anticipating that delays due to air carrier overscheduling may soon reach or exceed an average level of 15 minutes per flight (which standard is based on FAA criteria) over a period of three or more consecutive hours in a day, the Authority also will take the necessary steps consistent with applicable legal requirements to put in place an enforceable PPP program applied to flights arriving and/or departing Logan during identified peak hours, with a properly structured exemption program component, consistent with federal law requirements. The purpose of the PPP exemption program would be to prevent affected communities from losing access to the national airport system. In the alternative, the Authority will put in place an enforceable demand management program with effectiveness comparable to a PPP program.

The Authority will continue to monitor flight schedules at Logan on a periodic basis and make adjustments to the peak period as warranted by future schedule changes. The Authority will make adjustments to the monitoring system and related action plan as may be appropriate to address the anticipated overscheduling.

12.0 Hushkitted Aircraft

As air carriers and cargo operators phased out their remaining Stage 2 aircraft (gross weight >75,000 pounds) in compliance with federal statutory requirements, some opted to retrofit their older Stage 2 aircraft with "hushkits", designed to reduce noise levels to meet the Part 36 Stage 3 noise limits. Other carriers and operators replaced their Stage 2 aircraft with new technology Stage 3 airplanes. Air carriers and cargo operators at Logan Airport have done both. Substituting new full Stage 3 aircraft results in more significant noise abatement benefits.

The reduction in noise exposure that will be experienced as fleet changes continue depends heavily on how many hushkitted aircraft remain in operation over the next few years. While not related to Airside Project impacts, the Authority will continue to work with air carriers to encourage the use of full Stage 3 aircraft in place of hushkitted equipment.

13.0 Single-Engine Taxi Procedures

The Authority will develop and implement a program designed to maximize the use of single-engine taxi procedures by all its tenant airlines, consistent with safety requirements, pilot judgment, and the requirements of federal law.

14.0 Transportation Management Association (TMA)

While not related to Airside Project impacts, the Authority will, as a matter of policy and at the earliest possible opportunity, use every reasonable measure to make membership in the Logan Airport TMA mandatory by all major employers who are tenants at Logan. In addition, the Authority will seek information from such employers on an annual basis regarding level of participation, actions on behalf of its employees specifically including T pass subsidies or other financial support, and best estimates of the High-Occupancy Vehicle (HOV) mode share for employees.

reports to the City of Boston and the CAC concerning FAA's record of compliance with the wind restriction. Complaints regarding non-compliance will be taken seriously and investigated promptly. The Quality Assurance department of Boston Tower will review the use of Runway 14-32 on a daily basis to assure compliance with restrictions in this ROD. In the event it is revealed that Runway 14-32 was used outside the parameters specified in the ROD, the facility manager will offset this by preventing the runway's use when it otherwise would have been used.

In addition, pending resolution of the ongoing state court litigation, the FAA will also begin working with the City of Boston, the CAC, and Massport to formalize an agreement to address further ways to monitor how the restriction impacts the surrounding communities and the traveling public. This agreement will provide opportunities for the Mayor of Boston (or his representative) and the CAC to meet regularly with the FAA to understand how the restriction will be utilized, to review PRAS reports, and to discuss progress on the use of the runway in accordance with the restriction. This agreement will be revised as necessary to reflect any settlement agreement that lifts the state court injunction.

3. Deferral of Decision to Approve Centerfield Taxiway Subject to Additional Evaluation of Taxiway Operations North of Runway 15R-33L.

FAA is deferring any decision to approve the Centerfield Taxiway pending additional evaluation of taxiway operations north of Runway 15R/33L. Although the analysis in the EIS states that the Centerfield Taxiway has environmental benefits and does not adversely impact noise or reduce air quality in the areas adjacent to the northern portion of the airfield, residents of the East Boston (Bayswater and Constitution Beach) and Winthrop (Court Road) neighborhoods closest to the existing Taxiway November and proposed northern end of the Centerfield Taxiway have specifically expressed their concerns about the Centerfield Taxiway. Residents of these neighborhoods have also expressed concerns regarding the use of Taxiway November and have questioned FAA's compliance with the existing "good neighbor" policy regarding queuing aircraft on Taxiway November¹⁰. Given these concerns, FAA will conduct an additional evaluation of taxiway operations in the northern portion of the airfield to assess potential beneficial operational procedures that would preserve or improve the operational and environmental benefits of the Centerfield Taxiway as shown in the EIS. FAA will not make any decision concerning the Centerfield Taxiway until after the evaluation and appropriate environmental review have been completed, as detailed below. It is intended that any procedures or operating restrictions would not limit use of the Centerfield Taxiway in the event of emergencies, key equipment outages, or scheduled maintenance that requires the closure of taxiways at the north end of the airport

¹⁰ FAA Order BOS TWR 7040.1, "Noise Abatement" states that whenever possible "No more than five turbojets, including one in position, shall be cleared beyond Runway 15L. Only one turbojet is allowed to be held on November Taxiway between Runways 22R and 22L." The limit applies to aircraft north of Runway 15L/33R, the 2,600-foot runway. Under this policy, there is no limit on the number of aircraft between Runway 15R-33L and Runway 15L-33R.

Section 3.9 of the Final EIS describes the operational and safety benefits of constructing the Centerfield Taxiway. Section 3.10 describes the environmental impacts of the Centerfield Taxiway and concludes that the deferral of a decision on the Centerfield Taxiway would have no measurable impact on the environmental assessment of the remaining improvements of the Preferred Alternative.

The taxiway evaluation would be conducted in two phases. Phase 1 would address operations on Taxiway November and Phase 2 would address taxi operations on the Centerfield Taxiway. Phase 1 would begin by developing a clear understanding of the concerns that the neighborhoods surrounding the approach ends of Runways 22L and 22R have regarding operations on the existing taxiway system north of Runway 15R/L. Specifically, this first part of Phase 1 would have the following tasks:

- Identify and review federal and state policies, regulations, and directives related to community concerns with taxi operations north of Runway 15R/33L. These include, at least, noise, air quality, and visual impacts.
- Meet with representatives from neighborhoods surrounding the north end of the airport to better ascertain their concerns, solicit potential actions to address their concerns, and discuss operational difficulties in meeting current policy.
- Review neighborhood concerns in the context of relevant federal and state policies, regulations, and directives in order to determine which relate to neighborhood concerns.
- Assemble and review recent field monitoring results (e.g., noise and air quality impacts) and analyses of taxi operations, their impacts, or potential mitigation measures north of Runway 15R/33L.
- Conduct further field studies, if warranted, to document existing impacts associated with taxi operations (e.g., noise monitoring, air quality).
- Review the results of field studies to determine whether existing conditions approach or violate applicable regulations and what actions are warranted to mitigate the impacts of taxi operations.
- Identify other candidate actions (beyond those suggested by the communities) that can mitigate impacts most appropriately. These actions will focus primarily on operational measures within the control of the FAA (e.g., taxi procedures) but may also include other actions that could address neighborhood concerns (e.g., physical changes to the airport, airline schedule, or gate management actions).
- Review candidate actions and assess them at a high level to determine their effectiveness in addressing neighborhood concerns and impacts to safety, efficiency, capacity, cost, or other consequences.
- Develop a detailed plan, if warranted, to implement promising actions. The evaluation could be terminated if current conditions related to neighborhood concerns do not exceed federal or state standards or if candidate actions are not expected to be effective, safe, or within reasonable cost.

Any decision with regard to approval of the Centerfield Taxiway, including appropriate beneficial operating procedures, will be made following completion of a Phase 2 Scope of Work and evaluation. A written re-evaluation will be conducted by FAA as to whether the decision can be made based upon the data and analysis contained in the EIS and evaluation, or whether further environmental documentation is necessary before such a decision could be made. Any such written re-evaluation will conform to the requirements of paragraph 103 of FAA Order 5050.4A.

4. Residential Sound Insulation.

FAA will fund a Massport sound insulation program to address noise exposure within the 65 DNL contour that results from implementation of the Preferred Alternative as mitigated with a 10-knot northwest/southeast wind restriction. This involves an estimated 1,200 to 1,470 dwelling units. Approximately 1,000 to 1,100 of these are in Chelsea. FAA will begin funding sound insulation prior to funding construction of the runway and FAA will ensure that funding the sound insulation program is complete prior to commissioning the runway. If federal funding is not available to complete the sound insulation program, Massport has committed to providing the necessary funding (Final EIS, Appendix B, Section 3.0.). FAA will also fund a Massport program to provide building code upgrades needed for sound insulation, to the extent that such code upgrades are necessary.

For residences that are on or eligible for inclusion on the National Register of Historic Places and within the 65 DNL contour, sound insulation will be provided in accordance with the historic building rehabilitation standards established by the Secretary of Interior (36 CFR 800.5(b)).

5. Development of Detailed Plan for Peak Period Pricing or Other Comparable Demand Management Program.

As part of the Section 61 Findings under the MEPA, Massport has outlined a conceptual plan and committed to implement an enforceable peak period pricing program at Logan Airport or an alternative demand management program with comparable effectiveness. As a first step, Massport committed to establish and maintain a monitoring system that will: (i) provide advance indication of when airline over-scheduling is likely to become a significant contributing factor to aircraft arrival and departure delays at Logan regardless of the weather; and (ii) identify the portion of the day during which an over-scheduling condition would likely occur. This commitment to implement peak period pricing (or alternative demand management program) was required by the Secretary of Environmental Affairs for the Commonwealth of Massachusetts because he found that peak period pricing will reduce noise and air pollution impacts on "the most immediately affected communities." (FEIR Certificate at 7.) The U.S. EPA Region 1 and the Commonwealth's Department of Environmental Protection have indicated support for a Peak Period pricing program. In comments submitted on the SDEIS/Final EIR (comment letters 4 and 6), both of these agencies urged Massport to accelerate its schedule for

**Boston Tower Logan Mitigation Meeting
Taxiway Evaluation Meeting**

September 11, 2002

Terry Flieger
Bettina Peronti
Joe Sinnott
Buddy Borgioli
Vince Scarano
Gail Lattrell

We talked about and agreed to one study in two phases. The noise order is out of date and needs to be updated. We want to work with the adjacent neighbors on taxiway issues. We need to identify who will be involved—we will need to coordinate with both the Winthrop and East Boston communities identified in the ROD. We agreed to sit down with the Executive Board of the CAC to advise them how we will be approaching the taxiway study. Vince encouraged the group to keep them (CAC) advised of the study progress.

It was proposed and agreed to that we go to the Mayor/Selectman of the adjacent communities and solicit his/her help in identifying up to three people to coordinate with to better understand their issues. The number would intentionally be kept small to be more effective, productive in the study process. The involvement of the neighbors would be threefold:

- 1) to listen/ get concerns
- 2) confirm our understanding of their issues and be certain we have captured them
- 3) identify those concerns for which we can take a second look, filter for safety, be consistent with information in the EIS, take a high level look
- 4) where to go from here: advise communities of knock outs, no false expectations, honesty

Bettina and Buddy: two phased approach is cleaner. Outline at the outset, complete two phases separately:

- 1) analyze impacts of November-current conditions
- 2) look at potential impact with centerfield T/W Mike

Buddy wanted a baseline of current benefit of centerfield taxiway—thought it might have been done in the EIS.

Bettina wanted to be certain the scope of work for the centerfield taxiway did not overlook the benefits of the centerfield taxiway. We are assuming the same people involved in the T/W November study will be involved in the centerfield study.

Terry asked the question: **Where** is the official file to be kept? Gail/VS will talk to legal. Get back to Bettina/Terry on that.

Joe Sinnott will use Mitres model for noise—Buddy will have a great deal of involvement.

Joe will revise the scope and resubmit by the third week of September. Joe added that if additional simulation needs to occur, they may need additional resources.

Airports will draft letters for the mayor/selectman.

Pilots will definitely be involved in the study. The user forum will be advised of the progress. CAC is not the only constituent group. All stakeholders will have a voice. Use the Air Traffic Study Work Group to bring in AT issues.

The ROD language should be used wherever possible, the scope revision will be more skeletal.

Discussion concerning the definition of 'high level'.

Airports will prepare an agenda for the Executive Board of CAC meeting with Massport and FAA.

The project team for the mitigation measures needs to meet to discuss the 'rules of operation'.



U.S. Department
of Transportation
Federal Aviation
Administration

Burlington, MA 01803-5299

October 1, 2002

Ms. Mary T. Turner
Chairperson
Selectman's Office
Town of Winthrop
Winthrop, MA 02152

Dear Ms. Turner:

We are looking forward to fulfilling the commitments we made as part of the Record of Decision for the Environmental Impact Statement for Logan Airside Planning Improvements. We want to begin the Taxiway Evaluation as soon as possible. Our commitment in the Record of Decision was to meet with representatives from neighborhoods adjacent to the northern portion of the airfield, residents of the East Boston (Bayswater and Constitution Beach) and Winthrop (Court Road) to solicit their concerns as we analyze taxiway operations for Taxiway November.

We will defer to you to appoint three citizens from the Winthrop community to work with us on this important study effort. We will coordinate with those individuals and will ultimately share our scope of work, analysis and eventually our plan for the development and assessment of promising actions.

We will be conducting the study in two phases. The first phase will address Taxiway November, and the second phase will consider taxi operations on the Centerfield Taxiway. Our first step will be to gain a clear understanding of the neighborhood concerns surrounding the existing taxiway system north of Runway 15R.

It is our intent to begin the study as soon as possible, and as such would ask you to identify the individuals to us by October 18. We hope to set up a meeting toward the end of the month or early November.

Thank you very much for your help with this important study. We look forward to hearing from you and working with the citizens of Winthrop. Please do not hesitate to call Gail Lattrell of my office at 781-238-7615 should you have any questions or need any additional information.

Sincerely,

Amy L. Corbett
Regional Administrator



U.S. Department
of Transportation
**Federal Aviation
Administration**

Burlington, MA 01803-5299

October 1, 2002

The Honorable Thomas M. Menino
Mayor of Boston
Boston City Hall
Boston, MA 02201

Dear Mayor Menino:

We are looking forward to fulfilling the commitments we made as part of the Record of Decision for the Environmental Impact Statement for Logan Airside Planning Improvements. We want to begin the Taxiway Evaluation as soon as possible. Our commitment in the Record of Decision was to meet with representatives from neighborhoods adjacent to the northern portion of the airfield, residents of the East Boston (Bayswater and Constitution Beach) and Winthrop (Court Road) to solicit their concerns as we analyze taxiway operations for Taxiway November.

We will defer to you to appoint three citizens from the East Boston (Constitution Beach and Bayswater) communities to work with us on this important study effort. We will coordinate with those individuals and will ultimately share our scope of work, analysis and eventually our plan for the development and assessment of promising actions.

We will be conducting the study in two phases. The first phase will address Taxiway November, and the second phase will consider taxi operations on the Centerfield Taxiway north of Runway 15R. Our first step will be to gain a clear understanding of the neighborhood concerns surrounding the existing taxiway system north of Runway 15R.

It is our intent to begin the study as soon as possible, and as such would ask you to identify the individuals to us by October 18. We hope to set up a meeting toward the end of the month or early November.

2

Thank you very much for your help with this important study. We look forward to hearing from you and working with the citizens of Boston. Please do not hesitate to call Gail Lattrell of my office at 781-238-7615 should you have any questions or need any additional information.

Sincerely,

Amy L. Corbett
Regional Administrator

DRAFT

Meeting Agenda for October 2, 2002 FAA/CAC Executive Board/Massport

- 4 pm** Introductions-Roles/Responsibilities in organizations

- 4:30 pm** Overview of the FEIS ROD Mitigation Measures

- 5:00 pm** FAA Study Plan for Taxiway Evaluation---
Approach/General Schedule

- 5:45 pm** Break

- 6:00 pm** Noise Abatement Study/ Review of PRAS—discussion
of how to conduct scoping/timeline/technical sub-
committee

- 8:00 pm** Adjourn

October 2, 2002

Reflections on the First Meeting-Logan Mitigation Planning-CAC/MPA/FAA

Attending:

Betty Derosiers
Flavio Leo
Anastasia Lyman
Steve Lathrop
Fred Salvucci
Rick Rodes
Kurt Walter
Sandra Kunz
Christine Wrigley
Joe Davies
Bettina Peronti
Buddy Borgioli
Theresa Flieger
Vincent Scarano
Gail Lattrell
John Silva

Vince opened the meeting with a commitment to approach the study with an open mind and a fresh start. He emphasized the importance of balance among players and stressed his promise to see that the agency stand behind the commitments in the Record of Decision (ROD).

Vince went over the organization of the Noise Study from an FAA perspective. Gail Lattrell from Airports serves as co-chair with Terry Flieger from the Air Traffic Division. They will organize the study, be responsible for day to day project communication and will be your contacts throughout the process. You may see different faces such as flight procedures, flight standards representatives, etc, but Gail and Terry will be here throughout the Study.

Introductions followed. Joe Davies gave some background on the Terminal Radar Approach Control (TRACON) and an explanation of the changes currently underway in shifting the Boston Approach Control to a new central facility located in Merrimack, NH. He explained that the TRACON was responsible for air traffic out to a 30 mile radius from the airport, while the Boston tower focused on traffic within five miles of Logan.

Vince explained the approach presented to the Regional Administrator with the Airports Division as the lead with regard to coordination and communication. It is a two-tiered approach with the Management Team dealing on a policy level with issues that may arise and require guidance, while the FAA Project Team dealt with the day to day issues. Joe

Davies and Toni Dussealt will represent the TRACON on the Project Team, while Bettina Peronti and Buddy Borgioli will be the BOS tower representatives.

Massport's Betty Derosiers indicated she and Flavio Leo would be the representatives we would see from Masssport.

The Community Advisory Committee Co-Chairperson Anastasia Lyman explained that the group meeting were primarily from the CAC Executive Board. FAA had asked the CAC to put together a Technical Advisory Committee to work on the Noise Study. Anastasia had already started that and shared the list of TAC members. There will be a full meeting of the CAC on November 7 from 6-8 pm at the State Transportation Building. Anastasia noted that FAA and Massport would be welcome at that meeting to discuss the Noise Study progress to date. CAC needs to know what kind of a time commitment would be expected from them during the noise study. The discussion left that answer to be determined once we had a scope of work and a project timeline. Anastasia underscored the importance of no false hopes, knowing the limitations on the study, what cannot be considered, etc. She hoped we would push the boundaries of what was possible.

Betty emphasized the common goal of noise abatement and also emphasized the importance of an open process.

Vince went over the mitigation measures in the ROD.

Bettina Peronti went over the approach to the FAA Taxiway Evaluation. Letters went out to the Chairman of the Selectmen's Office in Winthrop and to the Mayor of Boston to solicit their appointment of three citizens from each community to participate in the two phased study. The noise analysis within the taxiway evaluation study will focus on the north side of the airport, as was committed to in the ROD. The entire study (both phases) is likely to be about a year in duration. The schedule is aggressive. We have asked for the appointments to be made by October 18. FAA would like to be meeting with the neighbors in early November. Mitre will be conducting the study for FAA. Anastasia wanted to know if the Tower would agree to any formal environmental process. Discussion ensued. The Tower agreed to conform to the commitments in the ROD. Anastasia asked whether funds for consultants for the citizens would be available for the taxiway study. Vince replied that operational funds were supporting the taxiway study and Mitre would be conducting the study without any other funding source. Anastasia also inquired why Revere's Beachmont area and South Boston were not going to be involved in the Evaluation. It was explained that the Evaluation was only being performed on the north end, not the southern end adjacent to South Boston and that Revere was not identified in the ROD as directly impacted by taxiway operations.

Steve Lathrop brought up the South Shore Noise Proposals. He would like to see them pursued immediately. He understood that to be the direction of the ROD. Joe Davies offered the perspective that although that could be done, analyzing the impacts outside of or prior to the Noise Study takes the openness out of the process and may be shortsighted.

He would prefer to incorporate those proposals in a comprehensive way into the study and make good decisions for the long term that contributes to a better noise environment. He gave the example that if the South Shore noise abatement flight procedures were approved and implemented before the overall airport noise analysis was done, it may create the prohibition of other runway's potential noise abatement flightpaths from being realized. Buddy Borgioli seconded the need to approach the study in a comprehensive manner and not be too quick to move in one direction because while it may be effective in the short term we could be foreclosing practical options for long term. Steve was interested in pursuing the acceleration of the South Shore proposals. Anastasia commented that the CAC needed to discuss this as a body and be together on it.

POINT of CONSENSUS—FAA/MPA/CAC will participate together in interviewing and agreeing on a prime consultant for the Noise Study. CAC will also be funded to have separate, technical assistance by an independent consultant to participate throughout. The role of this consultant needs clarification. Both CAC and Massport agreed that the role should be somewhat like what was established in the Airside EIS.

Issue of incorporating for the CAC came up. Anastasia was going to look into what that would cost and how it could be done. No commitments for funding from either Massport or FAA at this point.

Consultant selection process: we should spend the next three months working on the scope so that the consultant would be selected in late winter and the Federal Airport Improvement grant could be issued in early spring. The FAA's AIP grant will fund 75% of the Noise Study with Massport supplying the remaining 25%.

Additional discussion ensued concerning work being done on the South Shore Proposals prior to the issuance of a grant. No conclusions were reached.

POINT of CONSENSUS—the draft Request for Proposals will be shared with all three parties and the City of Boston (A. Pollack)

POINT of CONSENSUS—MPA/CAC/FAA will meet on October 24 from 8-4 pm. The focus of the meeting will be to begin sharing menus/expectations for the scope of work. The purpose will be to develop an outline for the Request for Proposals (RFP). Meeting will likely be held at Volpe (I found out this morning Volpe is not available, but I did get the State Transportation Building in Boston located at 10 Park Plaza). Attendance should be limited to the CAC Technical Advisory Committee, and limited attendance from FAA and MPA to ensure working meeting.



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3 8/A

CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR
THOMAS M. MENINO

November 1, 2002

Ms. Amy Corbett
Regional Administrator
FAA
12 New England Region
Burlington, MA 01803

Dear Ms. Corbett:

In your response to your request for three Bayswater St./Constitution Beach area residents of East Boston to serve on the Taxiway Evaluation committee, I nominate the following individuals:

- Mr. Ron Hardaway, 118 Bayswater St., East Boston, MA 02128
617-569-1818
- Mr. Anthony D'Avolio, 160 Bayswater St., East Boston, MA 02128
617-567-2461
- Mrs. Fran Rowan, 7 Thurston Street, East Boston, MA 02128
617-567-1730

They have all agreed to serve.

Sincerely,

Thomas M. Menino
Mayor of Boston

BOSTON CITY HALL • ONE CITY HALL PLAZA • BOSTON • MASSACHUSETTS 02201 • 617/635-4000

NOV 13 2002



Gail Lattrell
11/14/02 10:50 AM

To: Buddy Borgioli/ANE/FAA@FAA, Bettina Peronti/ANE/FAA@FAA,
Joseph Davies/ANE/FAA@FAA
cc: Theresa A Flieger/ANE/FAA@FAA
Subject: Three Reps from Winthrop

Hello all--

The three reps from Winthrop have been identified and confirmed:

Mr. Arthur Flavin
42 Center Street
Winthrop, MA

Mr. Ed Patten
6 Bartlett Parkway
Winthrop, MA

Mr. Harvey Maibor
33 Court Road
Winthrop, MA

I would like to set up some dates with you and get the process moving. Are you available for meetings at Logan on the evenings of December 10, 11 or 12? Please advise. Gail

A

November 20, 2002

Mr. Harvey Maibor
33 Court Road
Winthrop, MA 02152

Dear Mr. Maibor:

Thank you, in advance, for agreeing to participate on the Logan Taxiway Study. You were one of six people living in the airport community who was selected to best represent the sentiment and concerns of neighbors as they relate to the aircraft taxi operations on the north side of the airport north of Runway 15/33L.

We would like to begin the study by first allowing you an opportunity to express your perspectives. We will be conducting one meeting in early December, at the airport, to listen to what you have to say. You should come to the meeting prepared to present your comments and concerns as well as those of your neighbors. Attached is a copy of the Federal Record of Decision (ROD) for the Logan Airport Airside Improvements Planning Project. The ROD offers more detail as to what we will study.

The study will be conducted in two phases. The first phase will look at the existing operations on Taxiway November north of Runway 15L/33R and its current impact and operation. The second phase will focus on the future Centerfield Taxiway north of Runway 15L/33R and its anticipated impacts.

We look forward to working with each one of you and recognize the success of this study depends upon our mutual commitment to it. I will be calling you within the next few days to coordinate a meeting date. Thank you.

Sincerely,

ORIGINAL SIGNED BY:

Gail Lattrell
Planner

NOV 20 2002

TWAY STUDY

FAA TOWER BOS

GAIL LATRELL
Michelle Ricci
Buddy Bongioi
Terry Phipps
ARCHER DAVIS
Joe Sinnott
JOHN COVINO
BOB SGRAC
John Ingaharro

Airports 781 238 7615
Airports 781 238 7631
BOS ATCT ~~781-617~~
561-287
ANE 520 781-238-7524
ANE 530.5 781-238-7535
MITRE 703-883-7514
BOS ATCT ~~781-617-569-120~~
" 617 561-5781
" 617-569-1209



U.S. Department
of Transportation
Federal Aviation
Administration

Burlington, MA 01803-5299

December 5, 2002

Mr. Fran Rowan
7 Thurston Street
East Boston, MA 02128

Dear Mr. Rowan:

Thank you for agreeing to participate in the first meeting of the FAA Taxiway Study on Wednesday, December 11, 2002. As promised, I wanted to share the logistics of the meeting location and details concerning parking.

Please follow signs to the Central Parking Garage and park on the lowest level. That is the closest parking to the tower. Massport has agreed to validate your parking so there will be no charge to park. Please bring your parking ticket in with you. You will also need to bring photo identification with you, for security purposes.

At the street level entrance to the tower, there is a telephone outside the door and a state police officer just inside the door. I will meet you outside the door at 1:00 pm. If you are late for any reason, please use that phone and dial 884-WFDT (wait for dial tone) then dial 3126 from that telephone to let us know that you have arrived.

We will come down to escort you to the nineteenth floor of the Air Traffic Control Tower where we will be meeting. The meeting room is completely accessible by elevator with no steps or climbing. For those of you who would like to, we will bring you for a brief tour of the tower cab to see the airfield from a different perspective.

We look forward to working with each one of you and thanks again in advance for your time and candor. Please call me at 781-238-7615 with any questions or concerns.

Sincerely,

Gail Lattrell
Planner

Dec 06 02 05:37p

Federal Aviation Admn.

781-238-7598

p. 2



U.S. Department
of Transportation
Federal Aviation
Administration

Air Traffic Division
New England Region

12 New England Executive Park
Burlington, MA 01803

DEC 06 2002

Ms. Anatasia Lyman
Co-Chair, Boston-Logan Community Advisory
Committee
18 Greenough Ave.
Boston, MA 02130

Dear Ms. Lyman:

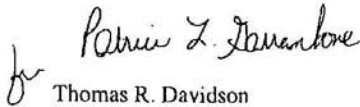
I am responding to your electronic letter addressed to Ms. Terry Flieger of my staff, requesting that Mr. Jerry Falbo from Winthrop be a member of the Logan Centerfield Taxiway citizen advisory committee.

On October 1, 2002, Federal Aviation Administration (FAA), Regional Administrator Amy Corbett, sent a letter to Boston City Mayor Thomas Menino and the Town of Winthrop, Selectman's Office Chairperson, Ms. Mary Turner. Ms. Corbett requested that they each appoint three individuals to work with us on the Boston-Logan taxiway study. Our intent is to coordinate with them regarding their concerns and their neighbors' concerns associated with the taxiway operations on the north side of the airport north of Runway 15/33L. Mayor Menino and Ms. Turner have each appointed three individuals.

We will work closely with these six community representatives throughout the study. The three representatives appointed from Winthrop are Mr. Arthur Flavin, Mr. Ed Patten and Mr. Harvey Maibor. We encourage Mr. Falbo to contact the Winthrop representatives to ensure that his concerns are adequately incorporated into the study.

You may contact Ms. Terry Flieger at (781) 238-7524 if you have any further questions regarding this matter.

Sincerely,


Thomas R. Davidson
Manager, Air Traffic Division

Federal Aviation Administration

Taxiway Study

December 11, 2002
1-4 pm

Introductions

Expectations from FAA and Community

Overview of the Taxiway Study-how the
study will be shaped

Discussion/Concerns/Information Sharing

Tour of Air Traffic Control Tower Cab-for
those who would like

Next Steps

m 3473

12 - 11 - 02

LOGAN TAXIWAY STUDY

Please sign in!

Gail Lattrell
Ed Patterson
Theresa Fairman
Art Sami
BOB SEROZ
John Ingherro
Ron Hardaway
BETTINA PERONTI
Anthony DiStasio
Spencer E. Rowan
JOHN MELECIO
BUDDY BERGIOLI
JOE SINNOTT
TERRY FLIEGER

FAA Airports Division
WINTHROP
Winthrop
Winthrop
FAA - BOS ATCT
FAA - BOS ATCT
East Boston
FAA - Boston ATCT
East Boston MA - 02128
~~5677730~~
East Boston MA - 02128
FAA BOSTON ATCT
FAA BOSTON ATCT
MITRE CORP.
FAA ENVIRONMENTAL

DEC 11, 2002
TAXIWAY CONCERNS

- Engines, type, size, etc.
- Planes on hold between parallel 22's –
pollution impact to _____
counts lower
- Massport's knowledge of study – what goes
back to them?
- Directive (noise abatement order) from 15L?
- How noise abatement order is implemented

- Former hold line – between N1 and N2 – no longer there – now, queue continues around the corner
 - Perhaps reestablishing the hold line would keep count ?
- Experience many aircraft queuing on November
- Concern for safety of queuing on both sides of the runway – especially for small planes

- Concern for possible terrorist attack or safety issue of so many a/c
- Seeing missed approaches, frightening – sound of engines perhaps failing or in trouble
- Too little contact with airport – perhaps reassurances when something goes wrong – what was the outcome, we're left hanging
- Numbers of a/c
- Emissions
- Deviations – emergencies – MPA report – What happened to the report?

- Weak wording of the noise abatement policy says “5 a/c” unless it’s busy/weather/etc.
- NEED some enforcement/clarity
- Like to see some action if not done
- Who will identify the policies/directives/etc. (stated in the ROD) – part of Phase 1
- Will there be a summary?
 - SHOULD BE A SUMMARY
- Noise, pollution, safety
- Health issues
- Can’t be efficiency, must consider community directly impacted

- Do directives, orders, etc. exist and are simply not enforced – let's not reinvent wheel – (TWAY N) need to see what exists today
- Does the decision for the Centerfield TWAY hinge on construction of 14/32?
- Does a management system exist that tracks any deviation/violation of current order/directive/regulation?
- Passur system offers no information on ground/TWAY November movement

- Is there a complaint line for TWAY N movement?
 - There should be
- Could you shut down TWAY November if you build the centerfield?
- Mass. Secretary of Env. should experience the Bayswater / Court Rd / Constitution Beach on a busy day for the airport
- Do noise standards for ground noise exist?
 - Concern w/ damaging effect of constant exposure to noise
- Whether it rates a 65 DNL may not be the issue – the constant persistence of noise and what if anything is being done?

- Can the measurement of noise be explained? Constant presence of sound is an issue – idling engines, moving engines, line up advance in queue – non-stop noise on TWAY – 5-10 at a time
- Possible (?) towing of jet aircraft (though electric tow) on TWAY
- Engines – How is noise regulated that engines generate? FAA?
- Extreme sound of engines on departure
- Consider berms to deflect noise & pollution

- Concern with visitors parked watching the a/c movement (people in neighborhoods)
- Often cameras on tripods
- Noise – one aspect of the pollution – air quality, health – equally important – noise may be decreasing but the engines pollute more – not a tradeoff we want to make
- Consider longer term solution – far reaching goals:
 - Must not ignore the longer term
 - Improved engines, technology
 - Autos have come such a long way in environmental compatibility – why not a/c
- Make more visible shortcomings in existing a/c engine technology

- Is there air quality (actual) monitoring that could identify the emissions from TWAY N?
- Perhaps a station in proximity of 22R – as it relates to contaminating the air
- People need to be advised of conditions of TWAY air quality
- Would like to penalize the greatest culprits with regard to jet engine pollution (hushkitted stage 3)
- Curfew concerns – noise from non-sched/delayed/pax service or cargo flights – early AM, late PM

- Vibrations, whether from ground, air, etc – concern for close in neighbors
- Low flying a/c vibrations on homes
- A/C begin drift on departure on 4R – objectionable over homes in affected areas
- Does FAA or Homeland Security have any jurisdiction over land close-in to the airport? Neighborhoods concerned with safety, security, & terrorism
 - Certainly the focus of civil operations; understand concerns may not be there in wartime

- What is the possibility of looking at a/c on the ground (like passur) instead of in the air?
 - Understand perhaps current system couldn't handle that, delay etc. – but it may be possible to explore new system
- Consider trends (health studies) toward illness/sickness due to a/c and airport exposure
 - Would like to see some study done that looks at local in-close health effects

RECORD OF DECISION

AIRSIDE IMPROVEMENTS PLANNING PROJECT

LOGAN INTERNATIONAL AIRPORT BOSTON, MASSACHUSETTS

VIII. MITIGATION MEASURES

3. Deferral of Decision to Approve Centerfield Taxiway Subject to Additional Evaluation of Taxiway Operations North of runway 15R-33L.

- ◆ The FAA additional evaluation of taxiway operations north of Runway 15R/33L will be conducted in strict compliance with the Record of Decision (ROD).
- ◆ The ROD specifies "...residents of the East Boston and Constitution Beach) and Winthrop (Court Road) neighborhoods..."
- ◆ The ROD requires the FAA to meet with representatives from the neighborhoods to:
 - better ascertain their concerns,
 - solicit potential actions to address their concerns,
 - and discuss operational difficulties in meeting current policy.
- ◆ The FAA went to the Mayor of Boston and the Selectperson in Winthrop and had those civil authorities appoint the neighborhood representatives.

Mr. Arthur Flavin
42 Center Street
Winthrop, MA

Mr. Harvey Maibor
33 Court Road
Winthrop, MA

Ron Hardaway
118 Bayswater Street
East Boston, Ma 02128

Mr. Ed Patten
6 Bartlett Parkway
Winthrop, MA

Toni D'Avolio
160 Bayswater Street
East Boston, Ma 02128

Fran Rowan
7 Thurston Street
East Boston, Ma 02128

- ◆ To give any other group or person "special standing" would expand beyond the ROD and could develop into a potential flaw in process.
- ◆ All public hearings and meetings were already covered in the EIS and will not be repeated in this taxiway study.

List of Concerns and Proposed Actions¹

Concerns with Taxi Operations North of Runway 15R/33L

The neighborhood representatives discussed their concerns regarding the impact of the airport on their communities. The intended focus of the discussion was on taxi operations at the north end of the airport, but some discussion naturally addressed broader concerns. These concerns will be used, together with other information, to guide the development and assessment of candidate actions for possible implementation to mitigate impacts at the north end of the airport. These concerns are summarized below:

1. Air Pollution: Air pollutant impacts are a major concern. These impacts include not only the emissions normally considered in air quality analyses, but also fuel vapors and residue that impact the neighborhoods some distance from the airport.
2. Noise: Aircraft-related noise is a major concern. Clearly the loudest noise at the north end of the airport is associated with departing and arriving aircraft. However, the nearly constant noise, albeit at a lower level, from taxiing aircraft and aircraft in departure queues is also a concern, especially as it relates to any standards associated with ground noise.
3. Safety: The safe operation of flights over the neighborhoods and at the airport is a major concern. Missed approaches were cited as a specific example concern. Reduced arrival intervals are also a concern, since they may lead to later or more constrained decisions and the potential need to assign aircraft to Runway 22R rather than 22L.
4. Security: The neighborhoods are concerned about potential terrorist actions at the airport. These include both threats that may emanate from their neighborhoods or the consequences of terrorist actions that may impact them.
5. Vibration: Vibrations can often be felt in homes in the nearby neighborhoods. These vibrations are caused by the noise from takeoffs and sometimes by thrust reversers on landing aircraft.
6. Water Quality: The quality of the water in the area surrounding the north end of the airport has declined seriously over the last several decades.
7. Neighborhood Health Impacts: The impact of the airport on the health of residents near the airport is a major concern. The neighborhood representatives reported that recent studies have observed a higher incidence of certain illnesses in areas nearby the airport compared with similar populations. The illnesses cited by the representatives include respiratory and pulmonary problems (especially asthma), cancer, and other illnesses.
8. Volume of Traffic: There is too much traffic at Logan and on Taxiway November: too many flights and too many passengers.

¹ From the meeting on 11 December 2002 with the neighborhood representatives for the Taxi Operations Study

9. Aircraft Size, Type, and Engines: Some aircraft produce more air pollution and noise than others do. The neighborhood representatives asked if some action could be taken (e.g., imposing fees) to reduce or eliminate the use of such aircraft.
10. Visibility and Proximity of Aircraft: Aircraft operating on the north end of airport are clearly visible from and too close to the adjacent neighborhoods.
11. Queuing or Holding Aircraft between 22R and 22L: Queuing or holding aircraft between Runways 22R and 22L was mentioned as a concern from two perspectives:
 - The proximity of parked aircraft so close to the homes on Bayswater Street
 - The safety implications associated with aircraft on both sides of Runway 22R
12. Too Many Landings on Runway 22R: The neighborhoods feel that the number of large aircraft landings on Runway 22R is too high.
13. Some Runway 4R Departures Drift West: Aircraft departing to the north on Runway 4R sometimes fly further west than they should, and thus, they fly over residences in East Boston rather than over the Belle Island Reservation marsh. (FAA staff noted that this likely occurs when there are strong winds from the east that cause these flights to drift to the west while flying the planned magnetic heading.)
14. Restrictions Need to be Enforceable: Any proposed regulation, procedure, or other commitment needs to be enforceable. For example, the limitation on the number of aircraft on Taxiway November should not be imposed “when possible” as the existing order states; rather the limit should be imposed at all times. An “emergency condition” should be the only reason allowed to explain jamming traffic at the northeast corner of the airport.
15. Massport Reports: Massport is supposed to produce reports periodically on selected “out-of-the-ordinary” events at the airport (e.g., on landings on 22R & 4L, deviations, emergencies, etc.). The neighborhood representatives stated that these reports either are not being produced or are not available to them.
16. Visitors on Bayswater Street: The neighborhood representatives expressed some concern about visitors who come to Bayswater Street, often with cameras on tripods, to observe the airport.

Candidate Actions to Address Concerns

The neighborhood representatives identified several potential actions to address their concerns regarding operations at the north end of the airport. Over the course of the three-hour meeting, some of the suggestions were discussed more than once in different contexts and some in somewhat different ways. The list summarizes these suggestions:

1. Restrict the Use of Taxiway November: Such a restriction should limit the use of Taxiway November, and especially, the placement of aircraft in departure queues on Taxiway November. This pertains to the yellow Stopping Line that was removed that kept the planes from jamming the northeast turn at the corner. The restriction should be defined in terms of one or more of the following traffic characteristics: the number of aircraft, their placement, size, engine type, and environmental impact.

2. Revise the Existing BOS TWR Noise Abatement Order: The current limit is open to too much judgement and subject to the discretion of air traffic controllers. For example, the limitation on the number of aircraft on Taxiway November should not be imposed “when possible” as the order currently states, but rather at all times. An “emergency condition” should be the only reason allowed to explain jamming traffic at the northeast corner of the airport. The order should be revised to be more definitive and enforceable.
3. Prohibit Queuing Aircraft Waiting for 22R between 22R and 22L: Air traffic controllers sometimes queue, hold, or store departing aircraft waiting for Runway 22R on Taxiway November east of 22R. This puts another aircraft (and their attendant impacts) too close the neighborhoods adjacent to the airport.
4. Queue Departing Aircraft Farther South on Taxiway November: A “noise abatement hold line” should be established on Taxiway November somewhere south of Taxiway N1 to keep the departure queue further from the neighborhoods at the north end of the airport.
5. Impose a Curfew: A curfew should be implemented to restrict the use of Taxiway November. The curfew could be imposed during specified hours (e.g., 11:00 PM to 6:30 AM) and should either
 - Prohibit use of Taxiway November by all aircraft, or
 - Limit use of Taxiway November to only specific aircraft types.The curfew could also apply to the whole airport, not just Taxiway November.
6. Build Berms: Berms should be built at the north end of the airport, where possible, to shield the neighborhoods from aircraft visually and from some noise impacts.
7. Tow Aircraft to Departure End of 22R: Aircraft should be towed to the departure end of 22R using tugs, preferably electric tugs, to reduce noise and air pollution from aircraft engines.
8. Ensure Compliance with Restrictions: Specific mechanisms should be implemented to ensure high compliance with any regulations, orders, or other commitments related to the use of Taxiway November. These may include monitoring the actual use of the airport and adoption of incentives or enforcement mechanisms to achieve high compliance.
9. Create a Monitoring System: A management information system should be created to monitor compliance with regulations, orders, and other commitments related to the use of Taxiway November. Alternative versions of such a system should be considered, including but not limited to an enhancement to PASSUR² and the use of one or more webcams.

² The PASSUR AirportMonitor™ system (<http://www.passur.com/index1.html>), developed by Megadata Corporation, displays aircraft movements near many major airports, including Logan Airport.

10. Establish a Complaint Line: A telephone line should be established to provide a way for citizens to report violations of regulations, orders, and other commitments related to the use of Taxiway November.
11. Provide an Air Quality Monitoring Site: A site should be established, if one does not exist already, to monitor air quality associated with operations at the north end of the airport.
12. Limit the Use of Selected Aircraft Types: Some aircraft types generate more impacts than other aircraft (e.g., noise, air pollution). Regulations, incentives or other mechanisms should be considered to encourage airlines to use more “neighborhood friendly” aircraft types and to discourage the use of other aircraft types with greater impacts. Such mechanisms may include fee structures, fines, or other restrictions. The resulting fees could be used to further mitigate impacts. [Careful thought should be given to the specific incentives and the resulting likely responses.]
13. Develop a Case for Improved Aircraft Engines: Aircraft engines need to be improved to generate less noise and air pollutants, especially while taxiing and during take-off. Further work is needed to develop and make the case for such engines to the appropriate decision-makers.
14. Use Other Airports in the Region: The use of other airports in the region should be increased to offload traffic at Logan.
15. Close Taxiway November If/When the Centerfield Taxiway is Built: The construction of the Centerfield Taxiway may permit the closure of Taxiway November and should be considered as a way to limit traffic on the north side of the airport.

Logan Taxiway Study

12-11-02

Citizen Reps:

Toni D'Avolio
Ron Hardaway
Fran Rowan
Art Flavin
Ed Patten
Harvey Maibor

We began the meeting by going around the room and sharing what issues/concerns brought us to the table.

Ron Hardaway offered his letter addressed to the FAA Regional Administrator (letter attached) and shared concerns regarding the removal of the blast fence, among others. He discussed with the group the community rage and frustration prior to September 11 with ground holds and nuisance impacts of aircraft awaiting departure clearance. Today, flights are down, peak periods are less frequent. This study is focused only on Taxiway November that is difficult to do. Taxiway November is clogged with aircraft and without a blast fence to shield the community, it is a constant problem. The noise order states five turbojets when it is possible to limit it to five. It should say always. At times, the queue extends back beyond November and pollution is pushed into the neighborhoods. We want to work together on this.

Art Flavin wants a strong working relationship. He is expecting this process to be a model for others to follow. What can we truly influence? Mass. Secretary for the Environment Durand looked for Air Quality testing for Logan to establish a baseline. Will that occur?

Ed Patten felt that trust was a big issue. He wanted to emphasize the importance of mitigation commitments. Citizens often feel the regions air travel needs are put before the community. He was concerned that Massport did not intend to support the concerns of Secretary Durand.

Fran Rowan was worried about the health and safety of the neighborhoods. She has confidence in Massport, but is always concerned. The people making decisions are often political and are not looking out for the communities. Asthma is very prevalent. She wants access to health studies to help make smart decisions. You can't hang out clothes because of the oily residue that remains on them once outside for any length of time. You can't open your windows or enjoy fresh air in the summertime in our neighborhoods. The summertime is the worst time for air pollution. They have unbearable traffic and have simply reached a point of saturation. Personally, Fran

expressed, that she had a 50% decrease in hearing, lung disease and has experienced pancreatic cancer. FAA has always been a friend to them, the lack of trust for Massport polarizes them.

Toni D'Avolio agreed the summertime pollution was awful. Toni disagreed with the need for the blst fence to come down, he saw benefits for the community in leaving it alone. Porches in his neighborhood are loaded with oil and what was once white vinyl siding now appears to be black. There seems to be aircraft taking off every ten seconds. He has lost his hearing and many members of his family have as well. He has live all his life in the neighborhood except a short while in Everett. He is very much against the centerfield taxiway and is concerned about the impacts it may have on his neighborhood. He remembered the quality of the water in the 1940s. He could fish for flounder then and wouldn't dream of it today due to the effects of pollution in the water.

Harvey Maibor explained that a health study was performed looking at Court Road versus Winthrop as a whole. The conclusions were that Court Road suffers twice the asthma and respiratory problems as others in Winthrop. That concerned him. Are we really twice as sick as others in our community? He stated that there is no other industry other than the airport. Are there affected persons from FAA or MPA living in the neighborhoods? He believes not. He asked that those in positions of power to make decisions and influence decision making must experience what is happening in the neighborhoods. The impact of the airport is very different now than it was twenty years ago. He was concerned that perhaps they were being made sick or killed because of the desire on the part of decision makers for a successful airport. He emphasized it cannot be all about money.

There was discussion about the web site: airhealthwatch.com. Fran Rowan brought up the Channing Lab work.

Bettina Peronti explained that the proprietor of the airport was Massport, but that they are not directly involved with the study. Many concerns may not be able to be resolved as they are outside of the FAA/Air Traffic authority. After reviewing the slide presentation, Bettina mentioned that we will expect the six citizen representatives to validate the concerns we recorded so far. It is important to FAA that we clearly understand what you have said and that you have an opportunity to share it with us succinctly.

Toni D'Avolio felt there was no local benefit of the centerfield taxiway.

Fran Rowan expressed that we are not on the same page on the taxiway study at this point. While FAA may not have control over what the fix is, the citizens may not have the background or level of aviation expertise to recommend effective changes.

Toni D'Avolio asked if the new proposed runway 14-32 would be a topic of discussion for the study.

Bettina Peronti answered that the noise study would be looking at noise issues surrounding the new runway and the airport.

Ron Hardaway wanted to share information with the community at meetings. FAA felt that would be important for the community representatives to do.

Art Flavin expressed that he looked to this study as an opportunity to be heard as a community and not as a region.

Fran expressed that she was pleased that we were sitting at the table to solve problems.

Art suggested press releases. FAA agreed it would make sense.

Gail Lattrell agreed to help write something that would be acceptable to the group to get the progress of the study out to the larger community.

Many agreed outreach was essential.

Fran wanted to explore engine information and what impact that has on noise.

Fran also stated that one of her goals in this study was to minimize impacts to the community.

Fran asked if the centerfield taxiway would have benefit to the airport.

Buddy Borgioli answered absolutely yes. He stated that significant analysis had been completed on that very issue by both MPA and FAA.

Fran and Harvey wondered if acquiring property or using other airports was considered before expanding Logan.

Gail Lattrell discussed the importance of the role of the other airports in the region and that a regional study was ongoing and would even better define the roles of each major airport in the New England Region.

Toni expressed concern that military activity was eliminated by MPA in the Passeur program.

Joe Sinnott asked if we should look at the health studies mentioned and the answer was yes.

Ronald H. Hardaway
118 Bayswater Street
East Boston, MA 02128-1244
~~617-569-1818~~ Fax 617-569-0055
Email: RHH118@MSN.com

December 11, 2002

Ms. Amy Corbett
Regional Administrator
FAA
12 New England Region
Burlington, MA 01803

Dear Ms. Corbett:

Thank you for inviting me, as one of the Bayswater Street/Constitution Beach area nominees of Mayor Menino, to participate in today's meeting on the Logan Taxiway Evaluation Study.

Gail Lattrell was very organized in trying to arrange a mutual meeting time to maximize attendance at this initial gathering. Her follow-up instructions regarding the most convenient parking were very helpful and appreciated.

VISUAL PERSPECTIVE

Our home is across the street from the bay and looks Southward down the middle of 22R. Since the blast fence was retired, we have an unobstructed view of staging and taxiway operations for the 22R and 22L. The only visual deterrent from our view is that we are approximately twenty feet above the airfield surface level, which provides a more horizontal perspective. Therefore we have made our observations from various locations along Bayswater St. and Constitution Beach.

PERSONAL OBSERVATIONS

Before 9/11, all of the inhabitants of the communities as well as everyone at Logan and the FAA knew something had to give. Passenger count was up, delays were up, noise was up, and fumes were up because taxiways were full, aircraft on ground holds were up and certainly community rage was up. This caused big wheels to turn and crank out project money for expansion projects.

After 9/11, until now, more than a few airlines have gone into bankruptcy. Flight counts are down, except for freight. The busy airport period now lasts two or three hours in the morning and four to five hours in the evening. Peak periods are aligning themselves more to the Friday and holiday schedules instead of every day of the week.

TAXIWAY USAGE AND/OR EXPANSION

The only operations this group is charged to study at this time must stay focused on the impact and operations (USAGE) of the North end of Taxiway November and then, the future (EXPANSION) of the Centerfield Taxiway.

First, the Taxiway November is clogged with aircraft during the peak hours, mentioned earlier, whenever aircraft are departing to the South. Since the fence is retired, we can see this cue. Without restating your FAA tower order 7040.1, "...no more than five turbos beyond 15L, etc." the flaw that causes the problem, is the order reads, "Whenever Possible". It would read more accurately, if it read, "...no more than five turbos beyond 15L, etc., unless you are busy." At times the cue even extends to the Eastern side of 22R, feeding the takeoffs from both sides.

Secondly, the Centerfield Taxiway. This construction project, in my opinion and everyone I have talked to, who does not depend upon MASSPORT for their livelihood, say, "No way. That will be the last straw!"

The implementation of the Centerfield Taxiway project phase, in our present economy, in my opinion, would cause an unleashed furor between the adjacent communities and MASSPORT. It appears the concept of major, high-cost airport expansion, translates in the minds of the people, to increased environmental pollution problems for the surrounding neighborhoods. A taxiway of that size will allow for increased scores of aircraft to stay on the ground and dump contaminants into our faces and homes.

When does Logan outgrow its welcome in our community? It may be when Logan tries to force one more negative impact upon our homes and children.

Nature shows us how a family of robins can raise three little chicks and they get along just fine. If a forth chick is born, there isn't room in the nest and one gets pushed and falls....!

No one needs to fall here, but we could sure use a little less pushing.

I am honored to be asked to help and look forward to meeting and cooperating with each of you.

Sincerely,



Ronald H. Hardaway

cc: Committee Members



U.S. Department
of Transportation
**Federal Aviation
Administration**

Burlington, MA 01803-5299

January 24, 2003

Mr. Ed Patten
6 Bartlett Parkway
Winthrop, MA 02152

Dear Mr. Patten:

Thank you for your patience, commitment and helpful participation in the FAA Taxiway Study.

As promised, the draft notes from the first meeting are included with this package.

Please review the notes and let me know where you feel we might need to reword anything to better capture your thoughts.

Would each of you consider a second meeting at the air traffic control tower during the third week of February, possibly the 20th, from 1-4 pm? I will be calling you to confirm that date in the next few days. We will need to recognize and incorporate your edits and be certain we are all clear on what concerns we heard. Next, we will discuss how we will proceed with the study and what we will be able to work on as part of this undertaking.

Hopefully, we will provide both you in the community and the Federal Aviation Administration with useful information and hopefully options to improve in areas where we can. Please don't hesitate to call me with any questions.

Sincerely,

Gail Lattrell
Planner

Enclosure

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Burlington, MA 01803-5299

Mr. Ron Hardaway
118 Bayswater Street
East Boston, MA 02128-1244

Dear Mr. Hardaway:

Thank you for your thoughtful letter concerning the Logan Taxiway Evaluation Study. I am confident after reading your letter that your candor and perspective is exactly what is needed to bring to the table the real issues facing the neighborhoods affected by the operation of Taxiway November. Your observations will be critical to share with the Taxiway Study group.

It is important for the FAA to truly capture the effects and impacts that the current operation of the taxiway is having on the neighborhoods of Court Road, Constitution Beach and Bayswater. If we can identify a means to operate the taxiway to minimize adverse impact to the communities while not compromising the safety and efficiency of the airport, then our study will have been a success.

Thank you for your insight.

Sincerely,

Amy L. Corbett
Regional Administrator

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ANE-610:G.Lattrell:kvc:781-238-7615:01/27/2003

TO: MS Gail Lattrell

DATE: February 6, 2003

SUBJECT: Taxiway Evaluation Meeting (12-11-02) Comments

Thank you for all your hard work to get this package together that was received 02-04. You suggested another meeting on 02-20 regarding the changes. As you recall, I called you to indicate I would be out of town that week for school vacation.

It was nice receive a reply from MS Corbett to my letter of 12-11. Thank you for arranging that detail.

Your cover letter mentioned my comments and (letter attached) but the letter wasn't attached. If you need a copy of that letter, let me know. I would like for it to be attached to the package.

I would appreciate you adding some part of, "...the Centerfield Taxiway construction project, in my opinion and everyone I have talked to, who does not depend upon MASSPORT for their livelihood, say, No way! That will be the last straw!"

PR RELEASE

Normally the names should be in alphabetical order by city group, unless a ranking or position is indicated. Secondly and more importantly, I would ask that your writer add one more paragraph that covers some of the content. This is only an example to explain my point; "...many problem areas were discussed involving community safety, air and sound pollution along with extensive discussions how some compromises made be reached between the FAA and the communities, to improve the quality of life in the adjacent neighborhoods."

CONCERN / ACTIONS

I understand why you would use bullets in compiling the draft, but now I think it would be easier to locate and revise items, if they were numbered. There are 16 Concerns and 15 Actions to address. This makes it difficult to locate an item unless your have a numbed or a lettered outline, don't you think?

1. #9 Aircraft Size, Type and Engines
The suggestion was also raised, if a fee could be charged for using aircraft of older vintage. The "hooded" type planes were mentioned.
2. #14 Restrictions Need to be Enforceable

I can see how you drew this conclusion from the letter. However, I was trying to convey that the phrases of "whenever busy" and "when possible" are not enforceable and should not be excuses to jam the taxiways. The only phrase that should be allowed, to explain jamming the traffic is, "due to an emergency condition".

CANDIDATE ACTIONS TO ADDRESS CONCERNS

1. #1 Restrict the Use (of) Taxiway November
..."and placement" should be added. This pertains to the yellow Stopping Line that was removed that kept the planes from jamming the Northeast turn at the corner.
2. #2 Revise the Existing Noise Abatement Order
The same comment as 2 #14 above.
3. #9 Create a Monitoring Site
"PASSUR" should be footnoted and explained somewhere in the document.

I realize there is some overlap where some items are discussed in two places. I am sure you know how to fit these comments where they best belong in your format.

Where do we go from here? I guess it depends of the volume and content of the comments you receive from the other members, if you need to do another draft.

Thanks again for your coordination.

RHH

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February 12, 2003

Ms. Fran Rowan
7 Thurston Street
East Boston, MA 02128

Dear Ms. Rowan:

Hello! Just wanted to run this version of the draft press release out to all of you for a final edit. I got some thoughtful comments and I wanted to get them worked into the final version. Please take a look at the enclosed release and if it looks okay to you, I would be happy to disseminate it to any papers that you recommend.

Thanks in advance for your cooperation.

Sincerely,

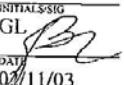
Gail Lattrell
Planner

Enclosure

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February 12, 2003

Mr. Tony D'Avolio
160 Bayswater Street
East Boston, MA 02128

Dear Mr. D'Avolio:

Hello! Just wanted to run this version of the draft press release out to all of you for a final edit. I got some thoughtful comments and I wanted to get them worked into the final version. Please take a look at the enclosed release and if it looks okay to you, I would be happy to disseminate it to any papers that you recommend.

Thanks in advance for your cooperation.

Sincerely,

ORIGINAL SIGNED BY:

Gail Lattrell
Planner

Enclosure

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U.S. Department
of Transportation
Federal Aviation
Administration

Burlington, MA 01803-5295

February 12, 2003

Mr. Arthur Flavin
42 Center Street
Winthrop, MA 02152

Dear Mr. Flavin:

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Thanks in advance for your cooperation.

Sincerely,

ORIGINAL SIGNED BY:

Gail Lattrell
Planner

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U.S. Department
of Transportation
Federal Aviation
Administration

Burlington, MA 01803-5295

February 12, 2003

Mr. Harvey Maibor
33 Court Road
Winthrop, MA 02152

Dear Mr. Maibor:

Hello! Just wanted to run this version of the draft press release out to all of you for a final edit. I got some thoughtful comments and I wanted to get them worked into the final version. Please take a look at the enclosed release and if it looks okay to you, I would be happy to disseminate it to any papers that you recommend.

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ORIGINAL SIGNED BY:

Gail Lattrell
Planner

Enclosure

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February 12, 2003
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Mr. ~~Rob~~ Hardaway
118 Bayswater Street
EAST Boston, MA 02128

Dear Mr. Hardaway:

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FAA News

Federal Aviation Administration, New England Region, Burlington, MA

FOR IMMEDIATE RELEASE

AEA-03-01

2003

Contact: Arlene Salac/Jim Peters

Phone: 718-553-3015

Logan Airport Taxiway Study Underway

The Federal Aviation Administration (FAA) recently held its first meeting with East Boston and Winthrop residents about the FAA Taxiway Study for the northern portion of the airfield at Boston Logan International Airport.

The FAA called for a taxiway operations evaluation in its Record of Decision on the Final Environmental Impact Statement (EIS) for the Logan Airport Airside Improvements Planning Project. The FAA must complete the Taxiway Study before any decision is made about construction of the centerfield taxiway.

The study will be conducted in two phases. The first phase will identify the issues of greatest concern to the neighborhoods on the north side of the airfield, then solicit potential actions to address those concerns. The second phase will focus on the proposed centerfield taxiway operations and will include any environmental documentation required.

The FAA asked Mayor Thomas Menino of Boston and Winthrop Selectwoman Marie Turner to appoint three representatives from East Boston and Winthrop, respectively, to work with the FAA to identify the community's issues and concerns during the study. The six representatives include: Art Flavin, Harvey Maibor and Ed Patten of Winthrop, and Anthony D'Avolio, Ron Hardaway and Fran Rowan of East Boston.

During the first meeting community members received a tour of the Boston Logan Air Traffic Control Tower and conducted an open discussion touching on issues of concern to the community. The community members will continue to meet with FAA throughout the course of the study. The taxiway study is expected to be complete in eight to 10 months.

###



U.S. Department
of Transportation
**Federal Aviation
Administration**

Burlington, MA 01803-5296

March 13, 2003

Mr. Ed Patten
6 Bartlett Parkway
Winthrop, MA 02152

Dear Mr. Patten:

Thank you for your careful review and thoughtful comments on the meeting minutes and press release. The enclosed documents are the final minutes of our 12-11-02 meeting and completed List of Concerns and Proposed Actions as we heard them.

The press release is also in a final form and ready to be released. We would be pleased to send it out to any papers you recommend, we would certainly defer to your local knowledge as to where it would likely reach your communities.

The next step in the process will be for the consultant and air traffic control to begin the process of exploring what can be done to address the concerns we so articulately and candidly heard from all of you. We will begin conducting internal FAA/Mitre meetings to assess the proposed actions and to determine which ones need further study, and which fall outside the purview of the FAA.

We will schedule a meeting in early April, at a time convenient for you, to share our progress and let you know what you can expect and when.

I will be calling each of you in the next week to discuss the distribution of the press release.

Thank you, in advance for your cooperation.

Sincerely,

ORIGINAL SIGNED BY:

Gail Lattrell
Community Planner

Enclosure

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Burlington, MA 01803-5296

March 13, 2003

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42 Center Street
Winthrop, MA 02152

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Community Planner

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Burlington, MA 01803-5295

March 13, 2003

Ms. Fran Rowan
7 Thurston Street
East Boston, MA 02128

Dear Ms. Rowan:

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Gail Lattrell
Community Planner

Enclosure

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Burlington, MA 01803-5295

March 13, 2003

Mr. Ron Hardaway
118 Bayswater Street
East Boston, MA 02128

Dear Mr. Hardaway:

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
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ORIGINAL SIGNED BY:

Gail Lattrell
Community Planner

Enclosure

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March 31, 2003

Ms. Fran Rowan
7 Thurston Street
East Boston, MA 02128

Dear Ms. Rowan:

In keeping with our commitment to share the taxiway analysis, we would like to schedule a meeting with you for April 17, from 12-3 pm.

We would like to meet at the Logan Office Center this time, which is located on Harborside Drive at the airport. Enclosed is a simple sketch of how to get to the Logan Office Center and directions on where to park. The parking is free and in open Lot B, just beyond the building before the Hyatt Hotel. When you enter the building, please be prepared to show your drivers license for identification and they will also need your license plate number.

Since we completed the list of concerns, the FAA Air Traffic Control Tower and the Mitre Corporation have been working to identify those issues over which they have the ability to make improvements and those that fall into other areas and need attention from different entities.

They will continue to work on the issues raised in December and will be prepared on April 17, to discuss where their efforts have led them and what they see as the next steps. One of those steps will be occurring prior to our meeting. On April 9 and 10, the Air Traffic Control Tower will be in working sessions with the Mitre Corporation and will likely be coming out to your community to see first hand what you experience. With your permission, they may be calling any one of you to ask some questions or perhaps view the airport environment from your neighborhood. The time of the visit depends on weather that day and runway use, therefore it is not possible at this time to give any specifics about what time they would be in either Winthrop or East Boston.

Prior to the meeting of April 17, I will send out an agenda so you all know what will be addressed at the meeting. Do not hesitate to call with any questions you might have.

Thanks for your help and cooperation in this important step of the study.

Sincerely,

ORIGINAL SIGNED BY:

Gail Lattrell
Planner

Enclosure

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RIGINAL SIGNED BY:

Gail Lattrell
Planner

Enclosure

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March 31, 2003

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6 Bartlett Parkway
Winthrop, MA 02152

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Gail Lattrell
Planner

Enclosure

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March 31, 2003

Mr. Arthur Flavin
42 Centre Street
Winthrop, MA 02152

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Gail Lattrell
Planner

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March 31, 2003

Mr. Harvey Maibor
33 Court Road
Winthrop, MA 02152

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ORIGINAL SIGNED BY:

Gail Lattrell
Planner

Enclosure

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OFFICIAL COPY

March 31, 2003

Mr. Toni D'Avolio
160 Bayswater Street
East Boston, MA 02128

Dear Mr.: D'Avolio

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OFFICIAL SIGNED BY:
D. J. Lamer
Planner

Enclosure

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U.S. Department
of Transportation
Federal Aviation
Administration

Burlington, MA 01803-5295

April 14, 2003

Ms. Fran Rowan
7 Thurston Street
East Boston, MA 02128

Dear Ms. Rowan:

I look forward to seeing all of you again this Thursday. I will wait for you outside the Logan Office Center at noon. Attached is the agenda for our meeting. Please do not hesitate to call with any questions before Thursday, April 17. Thanks so much.

Sincerely,

ORIGINAL SIGNED BY:

Gail Lattrell
Planner

Enclosure

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U.S. Department
of Transportation
**Federal Aviation
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Burlington, MA 01803-5295

April 14, 2003

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Gail Lattrell
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U.S. Department
of Transportation
Federal Aviation
Administration

Burlington, MA 01803-5295

April 14, 2003

Mr. Arthur Flavin
42 Center Street
Winthrop, MA 02152

Dear Mr. Flavin:

I look forward to seeing all of you again this Thursday. I will wait for you outside the Logan Office Center at noon. Attached is the agenda for our meeting. Please do not hesitate to call with any questions before Thursday, April 17. Thanks so much.

Sincerely,

ORIGINAL SIGNED BY:

Gail Lattrell
Planner

Enclosure

File:
WP: H:\USR\GLATTRELL\WORD\taxiwaymtg apr14.doc
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U.S. Department
of Transportation
**Federal Aviation
Administration**

Burlington, MA 01803-5295

April 14, 2003

Mr. Harvey Maibor
33 Court Road
Winthrop, MA 02152

Dear Mr. Maibor:

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Burlington, MA 01803-5295

April 14, 2003

Mr. Ron Hardaway
118 Bayswater Street
East Boston, MA 02128

Dear Mr. Hardaway:

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4-17-03

Logan Office Center / TWAY Study

GAIL LATRELL	FAA (Ampts)	781 238 7615
Vince Scarano	FAA (")	" " 7600
Jean Novak	resident EB.	617-567-1730
Arthur J. Plucin	WINTHROP	617-846-5069
Harvey Maibor	Winthrop	617-846-9085
Ben Harkaway	Essex St of	017 569 1818
Tony DiVolo	Bayswater St. E Boston	(617-567-2461)
Buddy Boigioli	FAA ATCT	617-561-8870
BETINA PERONI	FAA ATCT	617-527-6622
JOHN MIELECIO	FAA ATCT	" "
EDWARD PATTEN	WINTHROP	617-846-9491
ROBERT SERUI	FAA ATCT	617 567-6622
JOHN COVINO	FAA ATCT	617-567-6622
Brian Simmons	Mitre	



U.S. Department
of Transportation
**Federal Aviation
Administration**

New England Region

12 New England Executive
Burlington, MA 01803-5295

July 2, 2003

Ms. Fran Rowan
7 Thurston Street
East Boston, MA 02128

Dear Ms. Rowan:

Thank you so sincerely for your patience. Enclosed are the notes from the taxiway meeting held at the Logan Office Center on April 17. The power point presentation is also in this package as well as the Internet addresses for resource information. I recognize there are still outstanding items; the air quality information you requested, the prior research done on noise walls and berms and the aircraft identification booklets. As soon as I get the additional information I will pass it on to you.

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Community Planner

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New England Region

12 New England Executive
Burlington, MA 01803-5295

July 2, 2003

Mr. Toni D'Avolio
160 Bayswater Street
East Boston, MA 02128

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12 New England Executive
Burlington, MA 01803-5296

July 2, 2003

Mr. Ed Patten
6 Bartlett Parkway
Winthrop, MA 02152

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Burlington, MA 01803-5296

July 2, 2003

Mr. Harvey Maibor
33 Court Road
Winthrop, MA 02152

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Burlington, MA 01803-5295

July 2, 2003

Mr. Ron Hardaway
118 Bayswater Street
East Boston, MA 02128

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Burlington, MA 01803-5296

July 2, 2003

Mr. Arthur Flavin
42 Centre Street
Winthrop, MA 02152

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August 8, 2003

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Dear Mr. Flavin:

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I will be in touch with you in the near future concerning the next meeting. Enjoy the rest of your summer.

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August 8, 2003

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FINAL Notes from the Taxiway Meeting April 17, 2003

Attending were:

Brian Simmons (MITRE)
Joe Sinnott (MITRE)
Bettina Peronti (BOS ATCT)
Buddy Borgioli (BOS ATCT)
John Melecio (BOS ATCT)
Bob Sgroi (BOS ATCT)
Vince Scarano (FAA Apts)
Gail Lattrell (FAA Apts)
John Covino (BOS ATCT)
Ed Patten, Winthrop
Fran Rowan, East Boston
Art Flavin, Winthrop
Harvey Maibor, Winthrop
Ron Hardaway, East Boston
Tony D'Avolio, East Boston

Bettina Peronti opened the meeting after introductions. She began with a presentation/overview of the Study Focus. Art Flavin asked if this study was to be exclusively focused on departure queuing. Bettina answered that it will analyze the taxi operations North of runway 15R/33L and because of the configuration and use of the 22 runways, it equates to departure queues.

Art Flavin asked for the powerpoint handouts. It will be mailed to everyone with the meeting minutes.

Joe Sinnott summarized the recent activity on the taxiway study. Since December, BOS/Air Traffic Control together with Mitre Corp has been researching federal and state policies; regulations and directives related to regular neighborhood concerns. He stated that the community concerns brought to the December meeting have formed the basis for their analysis. Boston Tower and Mitre have identified recent ongoing and planned work related to the actions and investigated other actions. They also identified criteria for assessing actions in this study.

There was some discussion around the Federal Aviation Administration documents slide. Art Flavin asked if the date listed for the documents was the most recent version. Ron Hardaway asked about the document titled "Applicability: Relation to Part 36." Mitre will complete the list and ensure the dates listed represent, the most up to date version of the documents and that all Title references are complete.

Fran Rowan asked how changes or modifications are made to the standards listed. Vince Scarano (FAA Airports) answered that changes within the agency service or technology

or policy causes updates to be developed, otherwise it requires a legislative action. Fran Rowan expressed concern about how we measure and address the significant burden to some communities who are more heavily impacted by the airport in contrast with the broad based benefits experienced in many communities due to changes in technology (Stage 3) to the community overall. She indicated that the people living in communities very close in to the airport always feel distrust and alienation. She expressed hope that this analysis would make a difference.

John Melecio (ATC BOS) added that from an FAA point of view, we see all people the same and we are committed to applying the regulations questions evenly and fairly.

Fran Rowan added that they were not simply complaining, they were committed to making a difference. Ron Hardaway asked if we would be finalizing the Taxiway November analysis first, then addressing the Centerfield Taxiway. Joe Sinnott (Mitre) said yes.

Buddy Borgioli (BOS ATC) reviewed the Operational Directives and talked about priorities covered in the ATC handbook. 2.1.2. (Slide #7). Art Flavin asked how putting many aircraft on Taxiway November would bear on this Air Traffic Operational Directive. He understood from the slide that ATC could do what they felt they needed to on the airfield. Buddy Borgioli answered that this discussion was in response to a community request to implement a procedure that did not include a "when feasible" clause for aircraft on Taxiway November. Sometimes that cannot be applied. Priorities of safety must prevail.

Ron Hardaway commented that his intent was never to impose any unrealistic or unsafe noise abatement procedures. It has always been about assisting with community impact.

Art Flavin added that he sympathized with ATC, but the amount of air traffic is so significant that something must be done.

Buddy Borgioli explained that safety was the priority. He added that Air Traffic Control was responsible to expedite the organized flow of air traffic. Other duties can be accomplished whenever feasible.

Art Flavin expressed concern that the scope was very narrow. He asked why we were only looking at air traffic procedures. Buddy Borgioli explained that later in the presentation, it would be more enlightening. More information would follow that offered an example of holding A/C on 22R and how it would limit their ability to deplete A/C holding on TW November in queue. The Noise Study, Buddy Borgioli added, would be looking at more broad noise issues. We are zeroed in on this study to analyze Taxiway November activity.

Ron Hardaway commented that this study is looking at departures on 22R, yet the citizen representatives did not bring that up. Buddy Borgioli said that was true, but that ATC attempted to go beyond the analysis required and look at potentially viable options.

Harvey Maibor commented that holding or not holding on Taxiway November was not significant because if they are not held on the Taxiway, they move to 22R and there would be even more noise. Art Flavin added that the number of aircraft was an issue.

Fran Rowan felt the tour of the Tower was a good idea. She added that it made it easier to understand.

Buddy Borgioli explained that ATC intended to go out to the communities of Boston and Winthrop when the wind was in the right alignment to observe the activity from a community perspective. He asked for contact information to let the citizen members know when ATC would be in their neighborhoods. He invited them to join him if they were available to do so.

Art Flavin asked about stress on the controllers! John Melecio responded that airline economics dictated how busy they were and he expressed that he saw the ATC role as one of customer service.

Art Flavin added that he liked the idea of us doing the study together; he was concerned that ultimately the study might indicate that nothing could be done due to controller workload.

There was a discussion about the amount of options over which this group had control. The citizens wanted the study to be meaningful and make a difference. Buddy Borgioli expressed commitment to do what they could within the limits of the scope of the study to make a difference to the communities of Winthrop and Boston. He added that this technical team was formed to see if we could do something to improve conditions for the Taxiway communities through this review and analysis.

Toni D'Avolio asked what would happen if the injunction on 14/32 was lifted? Bettina Peronti answered that we are not considering 14/32 as part of our study.

Ron Hardaway commented that the issue of berms should really be thought out. It could protect the beach as well. If it could be done it may offer an enhancement, he felt.

Joe Sinnott responded that Massport had done a great deal of analysis, as he understood, and they would have to follow up on that research before reaching any conclusions. There may be an impact to safety, such as an impact to protected surfaces or required separations.

Art Flavin expressed his frustration with the Air Traffic Operational Directives. He felt that the guidance was loosely written and covered all situations as long as it was deemed 'not feasible' by air traffic control. He was concerned that there may not be any effort required to really try to make a difference.

Fran Rowan wanted to move on and offer an opportunity to allow creativity to prevail.

Buddy discussed the standard operating procedures of the air traffic control tower. He went over the morning meeting, log review, listen to tapes, and discuss deviations. He explained that they communicate in great detail about activity and investigate—(i.e. an aircraft turned right over Winthrop) with the information they have available.

Bettina and Joe S. explained, in response to Toni D'Avolio's question about Mitre's relationship to FAA, that Mitre was contracted to do the study and help with the research. Mitre brings a different perspective.

Art Flavin stated that Secretary Durand made a commitment to the communities that there would be a baseline data conditions report.

Fran Rowan echoed his message and read a passage from Jetport, the Boston Airport Controversy, by Dorothy Nelson. She expressed frustration with air pollution.

Art Flavin shared his concern for the 'near-field effect' of air pollution. He said that aircraft are most inefficient when they are on the ground, and models don't capture that.

Gail Lattrell committed to get back to Art (and the group) concerning the location of the existing air quality monitors and to share with the group what the level of technology is that is being utilized.

All agreed that we needed information from Massport to clarify this matter.

Art Flavin felt the phone complaint line operated by the airport was not working. Fran Rowan believed it to be a staffing issue.

Harvey Maibor believed the phone communication was an important one that should be available and it no longer occurs.

Art Flavin referred to page five of the Mass Certificate of the Secretary of Environmental Affairs on the final impact report (enclosed). He read, "...In addition, Massport shall conduct follow up air quality monitoring in neighborhoods surrounding the airport and under the flight path of Logan Airport, in consultation with DEP and DPH. This information will provide valuable baseline data for future studies." Art then posed the question, "How can we not address this issue when it is so clearly stated in the Certificate?"

Vince Scarano indicated that if it was in the Certificate it was going to be addressed.

Ed Patten offered information that Massport will not pursue Secretary Durand's air quality initiative.

Vince Scarano replied that he would follow up with Massport to determine whether or not they intend to comply with Secretary Durand's directive.

(Followup...) Massport subsequently stated that that while the air quality monitoring will be accomplished, it was stated that the monitoring will be done if the centerfield taxiway is approved. Massport also stated that they do intend to comply with Secretary Durand's air quality initiative. Massport volunteered to keep NOX emissions at 1999 levels and to report annually to MEPA as part of the GIER. Since the reporting requirement began they have kept within the 1999 levels of NOX. While this is not germane to the FAA taxiway study, this information is provided to clarify some points brought up within the discussion.

Joe Sinnott explained the changing fleet is introducing more and more regional jets and fewer turboprops. It has had the effect of lessening air traffic control's ability to stagger the traffic.

Fran noted that she researched quieter engines and the regional jets seemed to offer some relief from the noise.

Vince S. added that the Part 136 Noise Measurement is a public document and that aircraft cannot be certificated unless they meet the requirements.

Joe continued to go over page 10 of the power point presentation.

Art Flavin wanted it on the record that air quality was an issue, and that the study recognizes that although the air quality component may not be addressed comprehensively in this study, it was still a serious concern for the communities.

Joe continued with the presentation. He discussed page 15, which included air quality, noise, safety, and security and water quality.

Fran said that she went to an audiologist from Harvard University and he told her that the frequency of noise at an airport causes a lack of concentration. No study has been done to date to look at the big picture. The entire Big Dig project, Fran commented, seems to focus on getting people in and out of the airport.

Joe shared that there was a wide variety of noise in the environment of the airport. There are trains, trucks, planes, etc. The taxi noise of aircraft seemed to him to be the lesser offender, but it was persistent and that created an annoyance.

Ron Hardaway echoed that the disturbance factor was accurate and significant.

Fran added that she wanted to understand what exactly the impact of the airport was doing to the neighbors—was the airport creating air pollutants that were making neighbors sick.

Joe discussed that the studies accomplished to date have been inconclusive. While many studies have been done, none conclusively link airport air quality to disease.

Art Flavin agreed that this analysis was outside the scope of the study.

Joe continued the presentation.

Buddy Borgioli responded to concerns of safety and security describing the role of the Joint Terrorism Task Force. He encouraged the group to call the State Police with security concerns and they would welcome the information and the call.

All agreed that the study had a great deal of work to cover and that much would be done in the summer months.

The group would likely be reconvening in late summer or in the fall.

Gail Lattrell/ANE/FAA
08/25/2003 10:32 AM

To "Ronald Hardaway" <RHH118@msn.com>
cc
bcc
Subject Re: Minutes of 4/17 meeting and schedule for next session [1]

No you are not, Ron! I passed along your concern to Buddy Borgioli and suggested that we send out information to the group to share what efforts have been happening in the hiatus between meetings. I will let you know.

Also--I plan to put your concern as item number one on the next agenda for a meeting.

Gail

Gail Lattrell/ANE/FAA
09/17/2003 01:32 PM

To RHH118@msn.com
cc
bcc
Subject Taxiway Study

Hello Ron--

I got your message. Thank you for calling. I spoke with Buddy Borgioli to share your concern for inaction and he does not have a timetable for the next meeting as yet, but it should be able to occur sometime this fall. They have had meetings with Mitre and HMMH to determine what needs to be done in the analysis for air quality and noise for Taxiway November. A scope of environmental work for the consultants has not been finalized as yet.

They are hoping to get some opportunity at the end of this week, perhaps on September 19th, to observe the airport in the neighborhoods when using the Runway 22 configuration to move air traffic. You may be receiving a call from Buddy to see if you would like to join them in their observation. The dates on which they go are weather dependent and it would be hard to pin down exactly. They will likely be going in the early evening or late afternoon to best capture traffic.

Nothing else to report at this time. I will keep you posted. Talk with you soon. Gail

Gail Lattrell//ANE/FAA
11/07/2003 02:35 PM

To "Ronald Hardaway" <RHH118@msn.com>
cc Bettina Peront//ANE/FAA@FAA, "Bob D'Amico"
<Bob.D'Amico@cityofboston.gov>
bcc
Subject Re: Please Schedule the 3rd Taxiway Evaluation Meeting. [1]

Ron--the project has been moving slowly. It is absolutely not intentional and certainly not by design. There was some delay in getting a scope of environmental work and there have been some personnel shiftings within the tower. We have scheduled a telecon in the middle of next week to figure out what has transpired since we last met and to share the information among FAA. I will call you, or email you and the other five citizen representatives after our telecon and let you know what is next. Thank you for your patience. Gail



"Ronald Hardsway"
<rh118@msn.com>
11/15/2003 12:22 PM

To: Gail Lattrell//ANE/FAA@FAA
cc
bcc
Subject: Re: taxiway study information

Thank you, Gail for the update. Regards, Ron

----- Original Message -----
From: <gail.lattrell@faa.gov>
To: <RH118@msn.com>
Sent: Friday, November 14, 2003 2:49 PM
Subject: taxiway study information

> Hello Ron,
>
> We had an FAA taxiway telecon and there was a great deal of energy for
> moving ahead with the study and pursuing the environmental analysis with
> the consultants to provide the information needed. The air traffic
> control
> tower and FAA environmental people are currently reviewing the scopes of
> work submitted by both HMMH on noise and Grenier on the air quality
> aspects. Once the scopes of work are complete and accepted, I will send
> them to the six of you to help you to better understand the next steps.
>
>
> Have a nice weekend. Gail
>
>
>
>



U.S. Department
of Transportation
**Federal Aviation
Administration**

New England Region

12 New England Executive Park
Burlington, Massachusetts 01803

September 3, 2004

Fran Rowan
7 Thurston Street
East Boston, MA 02128

Dear Mr. Rowan:

Please accept our most sincere apologies for such a delay in communicating with all of you regarding the ongoing Taxiway Study for Logan Airport. We truly appreciate your patience and we are pleased to report that the study has resumed. We did experience some delay in obtaining subconsultant services and in settling on the details of work scope and funding.

The FAA has now completed the validation of the Mitre Corporation model of the noise generated on Taxiway November looking at three different aircraft activity scenarios.

At this point, the model will be utilized by the two environmental subconsultants, HMMH and URS to analyze the noise and air quality impacts for the three different activity levels.

The technical study should be completed in early fall and we will look to schedule a meeting with all of you at that time to share the results of this research.

We are pleased to be moving ahead with the study and look forward to sharing the information with you once it has been completed.

Thank you. Should you have any questions, please call me at 1-781-238-7615.

Sincerely,

ORIGINAL SIGNED BY:

Gail Lattrell
Planner

DECEMBER 14
- 2004 -

BOS TAXIWAY STUDY PROJECT RESUMPTION

GAIL LATRELL	FAA Airports	781 238 7615
Ron Seigny	ANE-3P	781-238-7027
GARY HUFNAGLE	FAA BOS ATCT	617-561-5781
Tom Dumault	" " "	617-561-2870
Sandra Bogosian	FAA - Boston Consolidated Tracon	603-594-5502
John Donnelly	FAA Legal	781 781-238-7015
Brian Rocco	FAA Airports	781-238-7610
RICHARD LETTIERI	ROPER & GRAY (MADISON)	617 251-7093
Alvaro Lee	MPA	617 568 3528
Betty Desrosiers	MPA	617 568-3530

Terry Fieger
Bettine Pelont

BOS LOGAN TWAY STUDY ———
January 27, 2005 —

GAIL LATRELL	FAA Airports	781-238-7615
Frank Leo	Messport	(617) 568-3528
Ron Seungny	FAA	781-238-7027
Sandra Bogosian	FAA-190	603-594-5502
GARY HURNAGNE	FAA-BOS	617-561-5756
John Donnelly	FAA AWE-7	781-238-7045
Christopher Mendge	HMMH	781-229-0707
BOB MILLER	HMMH	(781) 229-0707
RICHARD LETHERI	ROPERWAY (MAYPOW)	617 951-7092
Betty Desrosiers	Messport	617 568-3530
Ira Wallach	Messport	617.568.3151

Gail Lattrell/ANE/FAA
03/22/2005 03:43 PM

To rhh118@comcast.net
cc
bcc
Subject Re: Proposed May Meeting□

How does 9:30 to 11:30 work? We will get right on task and move through the work to get out of there before 12.
Thanks very much. The Logan Office Center was only available on Friday, but if the morning works for you, we can do that for sure.

Thanks Gail

rhh118@comcast.net



rhh118@comcast.net
03/22/2005 03:34 PM

To Gail Lattrell/ANE/FAA@FAA
cc
Subject Re: Proposed May Meeting

Ms Lattrell: I appreciate you trying to shift. We have my 14 year old son's church confirmation that weekend with out of town guests arriving on Friday. If you could start the meeting by 09:30 and finish by 12N, we can make it fit. Please advise. Tkx...Ron Hardaway

----- Original message -----

>
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>
>
> Ron
>
> Could we do it in the morning on the 27th so it doesn't mess up the
> afternoon grandchildren transportation conflict?
> The 27th seems to be the better day, but I don't know if it works out at
> all for you. Please advise. If it doesn't work, the 26th in the morning.
>
> Gail
>
>
>
>
> rhh118@comcast.net

> I
> To
> 03/18/2005 03:28 Gail Lattrell/ANE/FAA@FAA
> PM cc
>
> Subject
> Proposed May Meeting
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>
> MS Lattrell:
> Received your letter today and thank you for some progress.
> Friday 05-27 is bad for me; Thursday 05-26 is better, however a morning
> meeting would be preferable due to school pickup conflicts.
> Please advise your decision, after you hear from everyone.
> Thanks, Ron Hardaway.
>

Gail Lattrell/ANE/FAA
03/22/2005 01:33 PM

To rhh118@comcast.net
cc
bcc
Subject Re: Proposed May Meeting

Ron

Could we do it in the morning on the 27th so it doesn't mess up the afternoon grandchildren transportation conflict?
The 27th seems to be the better day, but I don't know if it works out at all for you. Please advise. If it doesn't work, the 26th in the morning.

Gail

rhh118@comcast.net



rhh118@comcast.net
03/18/2005 03:28 PM

To Gail Lattrell/ANE/FAA@FAA
cc
Subject Proposed May Meeting

MS Lattrell:

Received your letter today and thank you for some progress.
Friday 05-27 is bad for me; Thursday 05-26 is better, however a morning meeting would be preferable due to school pickup conflicts.
Please advise your decision, after you hear from everyone.
Thanks, Ron Hardaway.

HARRIS MILLER MILLER & HANSON INC.

15 New England Executive Park
Burlington, MA 01803
T 781.229.0707
F 781.229.7939
W www.hmmh.com
E-mail for Christopher Menge: cmenge@hmmh.com

Thursday, March 31, 2005

Ms. Gail Lattrell
Federal Aviation Administration
16 New England Executive Park
Burlington, MA 01803

Subject: Proposed Scope of Work Outline for Document Preparation on Operational and Environmental Issues for November and Centerfield Taxiways at Logan International Airport

Reference: HMMH Project No. 300280

Dear Ms. Lattrell,

Harris Miller Miller & Hanson Inc. (HMMH) is pleased to submit this proposal outline to prepare documentation for operational, noise, and air quality studies for Taxiway November and the proposed Centerfield Taxiway in response to the Record of Decision on the Logan Airside Improvements Planning Project EIS.

As you know, HMMH has been working with the FAA and the taxi/queue operational log their tower personnel created in 2003 to develop an appropriate peak-period scenario for the noise and air quality analyses.

Phase I – Completion of November Taxiway Studies and Documents

Scope of Work Outline: HMMH will update the noise and air quality studies to reflect the alternative operational model for taxi and queue times based on the logs. At the conclusion of these assessments, HMMH will revise the FAA's draft document entitled "Evaluation of Taxiway Operations North of Runway 15R/33L, Phase I: Operations on Taxiway November." This document will summarize the candidate actions evaluated in response to the ROD, assess the feasibility and merits of such actions, and summarize the operational and environmental effects (noise and air quality) of the most promising actions. The document will incorporate as appendixes the technical reports on noise by HMMH and on air quality by URS.

Schedule: We expect to complete and submit the draft document during the week of April 18, prior to the next study team meeting scheduled for April 22. We then will incorporate comments received at that meeting, and produce a final Phase I report in time for distribution to the six community members prior to the presentation to them scheduled for May 27.

Phase II – Centerfield Taxiway Studies and Documents

Scope of Work Outline: HMMH will subcontract to one or two additional firms (Leigh Fisher Associates and possibly Flight Transportation Associates) to provide operational modeling, needed for the development of taxi and queue times for the proposed Centerfield Taxiway. Four operational scenarios are planned for the year 2010, and one additional undefined scenario will provided for in the budget. The possible four scenarios include 1) utilizing the Centerfield Taxiway when Runways

HARRIS MILLER MILLER & HANSON INC.

Ms. Gail Lattrell, Federal Aviation Administration
March 31, 2005
Page 2

22L and 22R are being used for departures, 2) utilizing Taxiway November with the same runway use, for comparison as a no-action alternative, 3) utilizing the Centerfield Taxiway when Runways 4L and 4R are being used for arrivals, and 4) utilizing Taxiway November when Runways 4L and 4R are being used for arrivals, as a no-action comparison. These scenarios will be developed from the detailed 2010 fleet mix, which will be developed soon as part of the New England Regional Airport System Plan (NERASP).

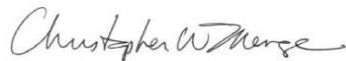
HMMH will produce a draft document entitled "Evaluation of Taxiway Operations North of Runway 15R/33L, Phase II: Operations on Proposed Centerfield Taxiway." This document will address alternative additional beneficial actions evaluated in response to the FAA ROD, assess the feasibility and merits of such actions, and summarize the operational and environmental effects of the most promising actions. The document will incorporate as appendixes technical reports on operations, noise, and air quality. HMMH expects to attend several project meetings as well as meetings with the six members of the community advisory committee in connection with this second phase.

Schedule: We expect to begin the operational modeling once the detailed 2010 fleet mix is developed as part of the NERASP, which is expected to be issued this summer. Once we receive this, we expect the overall study to take approximately 4 to 6 months to complete.

Should you have any questions regarding our technical approach, deliverables or schedule, please feel free to call me. I will be serving as the project manager for this study; Mr. Robert Miller will be the overall project director.

Sincerely,

HARRIS MILLER MILLER & HANSON INC.




Christopher W. Menge
Senior Vice President

copies: Mr. Robert Miller, HMMH



rh118@comcast.net
05/24/2005 03:59 PM

To: Gail Lattrell/ANE/FAA@FAA
cc
bcc
Subject: Requesting advance copy of 05-27 agenda

History:  This message has been forwarded.

MS Lattrell:

Would you please provide a current copy of the page[s] of the FAA regulations which covers the parallel [side by side] separation minimums for [a] taxiways, [b] runways and [c] taxiways and runways.

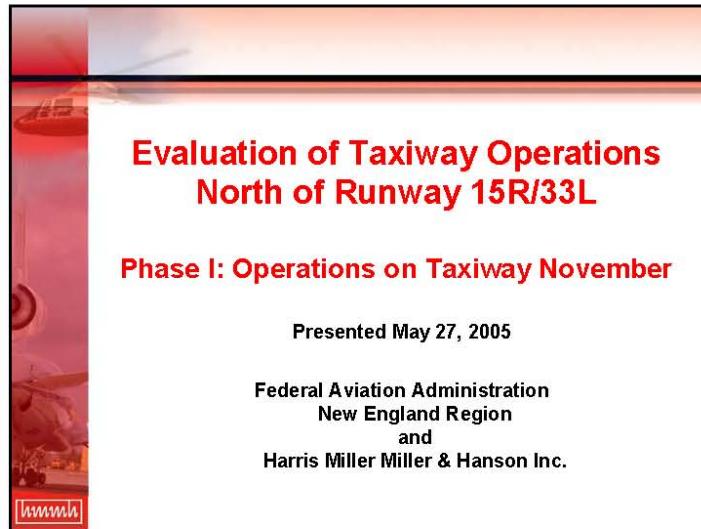
See ya Friday.

Tkx...Ron Hardaway

TAXIWAY STUDY - 5-27-05

GAIL LATIRELL

BETTINA M. PEROTTI	BOS ATOT	617-567-6622
TOMI DUSSEAULT	BOS ATOT	617-567-6622
GARY HURNAGLE	Bos ATOT	617-567-6622
Graen Rowan	East Boston, resident	617-510-7011 (cell)
John Donnelly	FAA	781-238-7045
Brad Nicholas	HMMH	781-229-0701
Christopher Mance	HMMH	781-279-0707
ART FLAUM	Winthrop	617-846-5069
Harvey Maibor	Winthrop	617-846-9085
Sen. HANCOCK	Centerfield	617-569-1515
ROBERT DAMICO	FART-200	617-635-3616
Brian Rando	FAA	781-238-7610

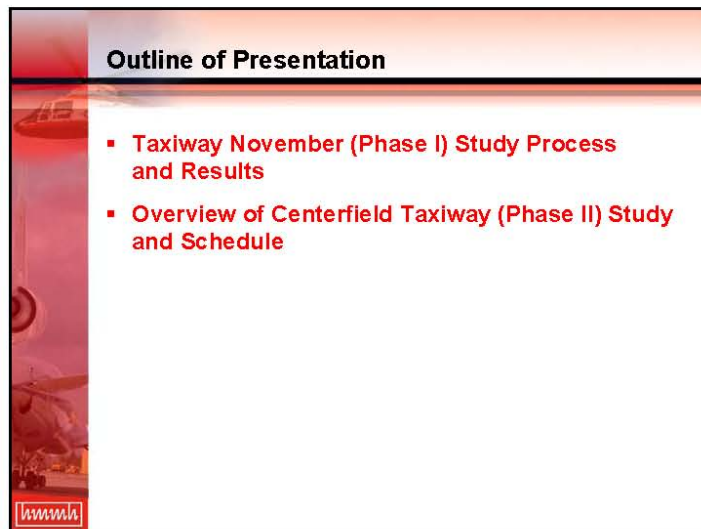



**Evaluation of Taxiway Operations
North of Runway 15R/33L**

Phase I: Operations on Taxiway November


Presented May 27, 2005

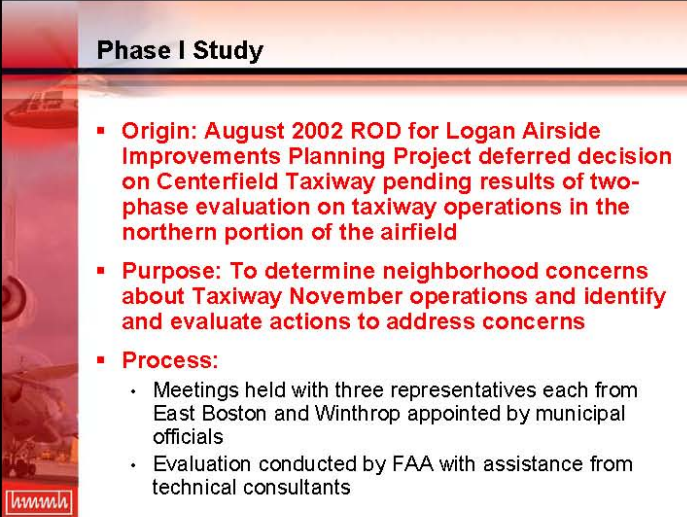
Federal Aviation Administration
New England Region
and
Harris Miller Miller & Hanson Inc.



Outline of Presentation

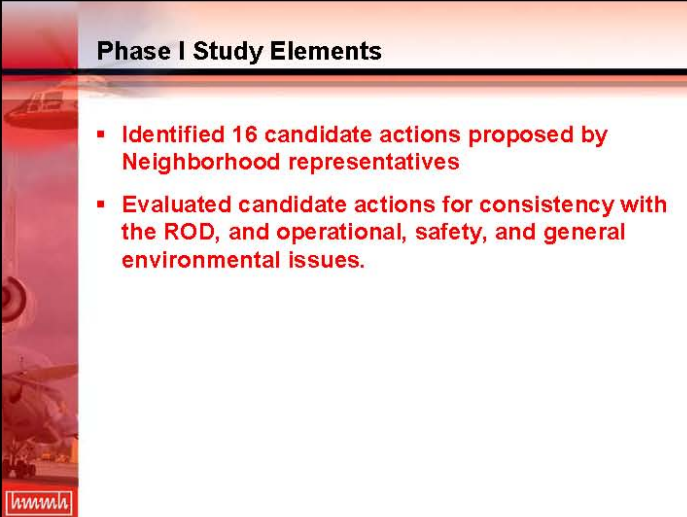
- Taxiway November (Phase I) Study Process and Results
- Overview of Centerfield Taxiway (Phase II) Study and Schedule





Phase I Study

- **Origin: August 2002 ROD for Logan Airside Improvements Planning Project deferred decision on Centerfield Taxiway pending results of two-phase evaluation on taxiway operations in the northern portion of the airfield**
- **Purpose: To determine neighborhood concerns about Taxiway November operations and identify and evaluate actions to address concerns**
- **Process:**
 - Meetings held with three representatives each from East Boston and Winthrop appointed by municipal officials
 - Evaluation conducted by FAA with assistance from technical consultants



Phase I Study Elements


- **Identified 16 candidate actions proposed by Neighborhood representatives**
- **Evaluated candidate actions for consistency with the ROD, and operational, safety, and general environmental issues.**

Candidate Actions Initial Evaluation

- Action 1: Restrict the use of Taxiway November for queuing, including the use of a "hold line."
 - Previous hold line determined to be problematic by FAA Flight Standards Division and Runway Safety Office:
 - In a non-standard location
 - Therefore could be confusing to pilots
 - Thereby increase risk of runway incursions
 - Impedes efficient flow of aircraft onto Runway 22R


Candidate Actions Initial Evaluation

- Action 2: Revise the existing Noise Abatement Order to further limit the number of queued aircraft on Taxiway November.
- This action warranted further operational and environmental analysis, which is discussed later



Candidate Actions Initial Evaluation

- Action 3: Prohibit queuing of aircraft between Runways 22R and 22L.
 - The section of Taxiway November between Runway 22R and Runway 22L is used to stage aircraft for departure on Runway 22L and also when necessary to re-sequence aircraft departing on 22R due to traffic management initiatives or any other situation when an aircraft is not ready for departure
 - If this section of Taxiway November were not available for temporary queuing of aircraft, much longer queues and the potential for delays would be generated, thereby interfering with airport efficiency and increasing noise and air emissions.



Candidate Actions Initial Evaluation

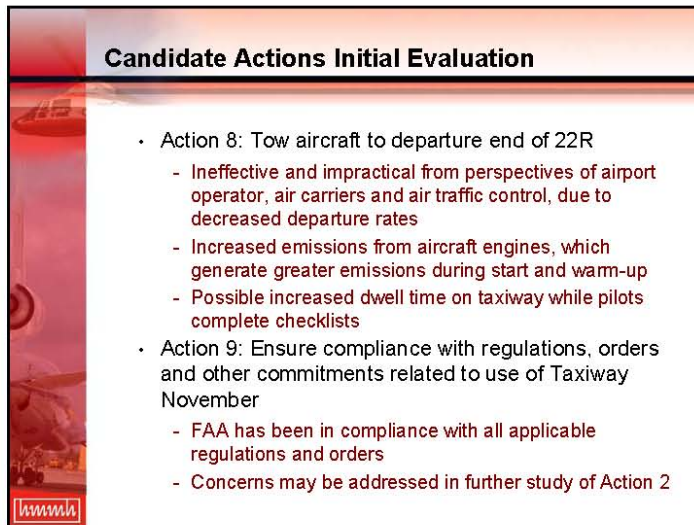
- Action 4: Queue aircraft farther south on Taxiway November.
 - Requires establishment of a hold line on Taxiway November south of the departure threshold. This has similar issues as Action 1:
 - Previous hold line was problematic
 - Impedes efficient flow of aircraft onto Runway 22R

Candidate Actions Initial Evaluation

- Action 5: Impose a curfew on the use of Taxiway November or Runways 22L and 22R during certain hours.
 - Closing these two primary runways or their access taxiway anytime winds are from south/southwest would severely restrict airport usage and hamper airport operating efficiency
 - Could constitute unjust discrimination of certain aeronautical activities.

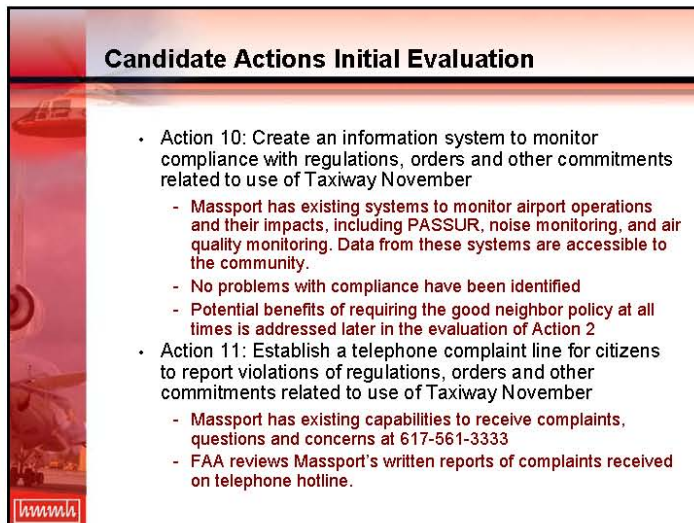
Candidate Actions Initial Evaluation

- Action 6: Restrict the use of Taxiway November to certain aircraft types during specified hours.
 - Such restrictions would limit the use of Runways 22L and 22R, and therefore have a negative impact on airport safety, efficiency and capacity. These runways represent one of the three most heavily-used configurations at Logan Airport, and such would have a serious impact on the airport's capacity.
- Action 7: Build berms at the north end of the airport.
 - Berms sufficient to provide noise benefit would obstruct access to the approach ends of Runways 22L and 22R



Candidate Actions Initial Evaluation

- Action 8: Tow aircraft to departure end of 22R
 - Ineffective and impractical from perspectives of airport operator, air carriers and air traffic control, due to decreased departure rates
 - Increased emissions from aircraft engines, which generate greater emissions during start and warm-up
 - Possible increased dwell time on taxiway while pilots complete checklists
- Action 9: Ensure compliance with regulations, orders and other commitments related to use of Taxiway November
 - FAA has been in compliance with all applicable regulations and orders
 - Concerns may be addressed in further study of Action 2



Candidate Actions Initial Evaluation


- Action 10: Create an information system to monitor compliance with regulations, orders and other commitments related to use of Taxiway November
 - Massport has existing systems to monitor airport operations and their impacts, including PASSUR, noise monitoring, and air quality monitoring. Data from these systems are accessible to the community.
 - No problems with compliance have been identified
 - Potential benefits of requiring the good neighbor policy at all times is addressed later in the evaluation of Action 2
- Action 11: Establish a telephone complaint line for citizens to report violations of regulations, orders and other commitments related to use of Taxiway November
 - Massport has existing capabilities to receive complaints, questions and concerns at 617-561-3333
 - FAA reviews Massport's written reports of complaints received on telephone hotline.

Candidate Actions Initial Evaluation

- Action 12: Provide an air quality monitoring site for taxi operations at the north end of the airport.
 - Massport maintains an extensive network of 27 air quality monitoring sites both on airport and in surrounding communities
 - North end of airport : ends of Runways 22L/22R, East Boston and Winthrop
 - Positioned strategically to monitor air quality impacts, including taxi operations at north end of airport
 - No recorded violations of the ambient air quality standards
- Action 13: Institute regulations or incentives to encourage shift to more "neighborhood-friendly" aircraft.
 - Massport or FAA cannot prohibit use of aircraft that meet current State and Federal regulations.
 - Massport is actively working with airlines to encourage use of quieter Stage 3 aircraft.


Candidate Actions Initial Evaluation

- Action 14: Encourage development of more environmentally friendly aircraft engines.
 - The Federal government (FAA and U.S. EPA) and international agencies (ICAO) are actively pursuing and mandating quieter and lower emission aircraft engines.
 - Occurring on a global level, resulting from national and international agreements, involving engine manufacturers, NASA and many other stakeholders
 - Massport has and will continue to support these efforts
- Action 15: Increase the use of other airports in the region to reduce traffic at Logan.
 - FAA is currently funding a New England regional system plan to support and strengthen the roles and development of major New England commercial airports.
 - Massport has committed to promoting increased utilization of other regional airports to relieve traffic at Logan, as stated in the Section 61 Findings published in the Logan Airside Improvements Project FEIS.



Candidate Actions Initial Evaluation

- Action 16: Close Taxiway November if/when the Centerfield Taxiway is built.
 - The purpose of constructing the Centerfield Taxiway is to improve safety and the efficiency of operations by adding additional flexibility for taxiing aircraft in the north end of the airport.
 - By closing Taxiway November, the existing constraints and queues would be transferred to the Centerfield taxiway, and safety and efficiency benefits would be lost.



Action 2 Evaluation

- Action 2: Revise the existing Noise Abatement Order to limit the number of queued aircraft on Taxiway November at all times, rather than "when possible," as the current order states.
 - No more than five jet aircraft would be permitted to queue north of Runway 15L.
 - The order would be revised to be more definitive and enforceable
- The operational details and environmental effects of these revisions are discussed below
 - Operations Analysis
 - Noise Analysis
 - Air Quality Analysis

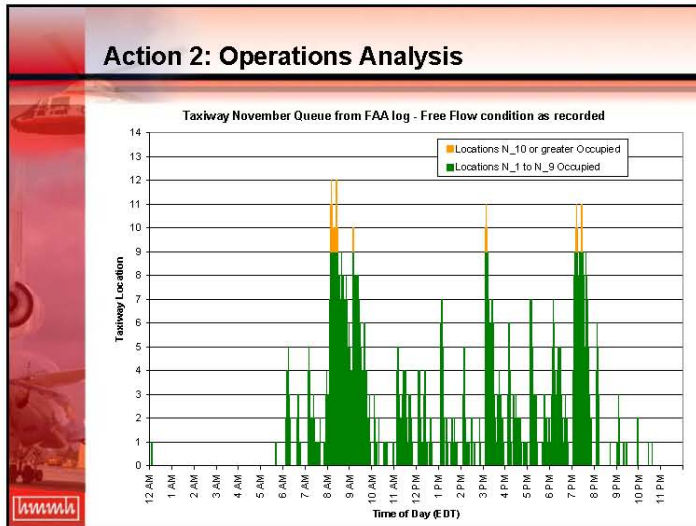
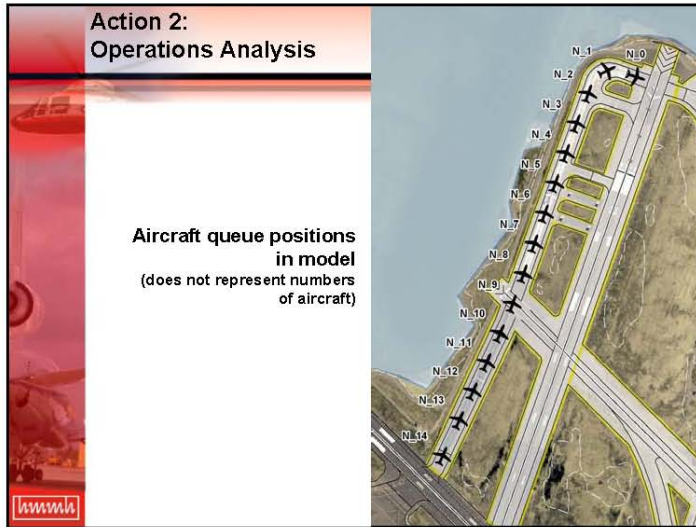
Action 2: Revise existing Noise Abatement Order

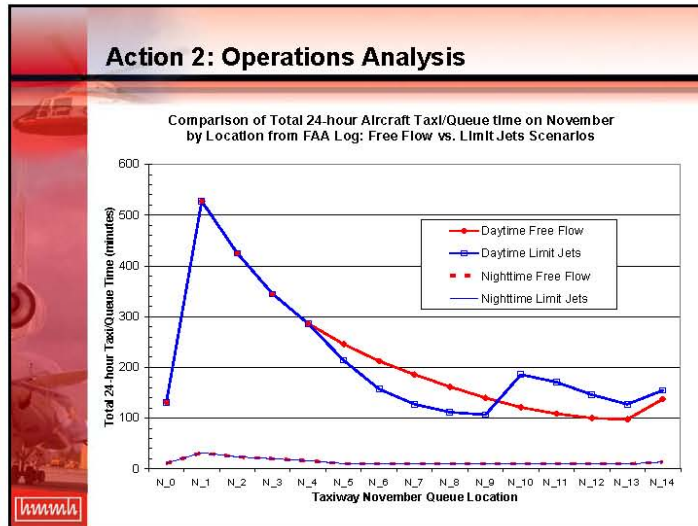
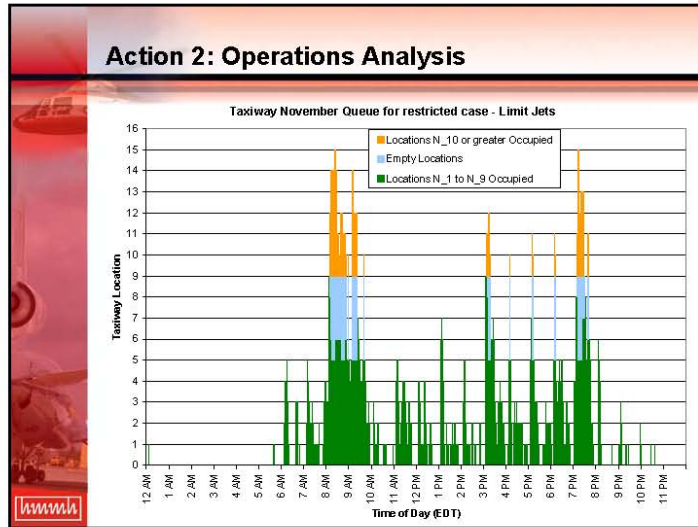
■ Operations Analysis

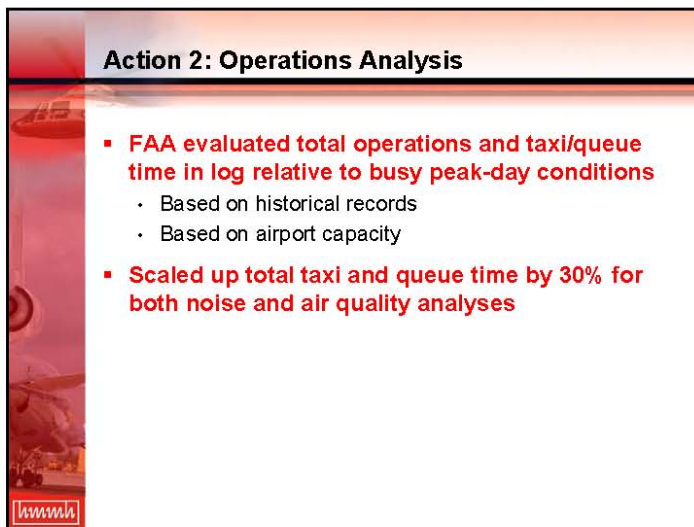
- To assess the effects of queue lengths, two scenarios were evaluated for queuing on Taxiway November to bracket the potential impacts:
 - Unrestricted free-flow queuing and departures
 - Mandatory limit of no more than five jets queued north of Runway 15L (turboprop aircraft would not be restricted)

Action 2: Operations Analysis

- FAA log of all operations on Taxiway November during 24-hour period in 2003 when Runways 22R and 22L in continuous use for departures
- Log of each aircraft included:
 - Aircraft type
 - Time of arrival at queue
 - Number of aircraft in queue
 - Time of departure
- Log used to model the duration each aircraft spends taxiing and holding on Taxiway November under the two scenarios

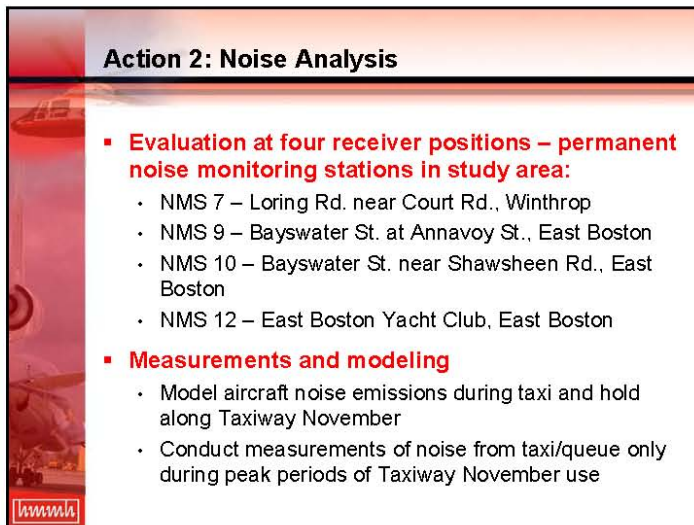






Action 2: Operations Analysis

- **FAA evaluated total operations and taxi/queue time in log relative to busy peak-day conditions**
 - Based on historical records
 - Based on airport capacity
- **Scaled up total taxi and queue time by 30% for both noise and air quality analyses**

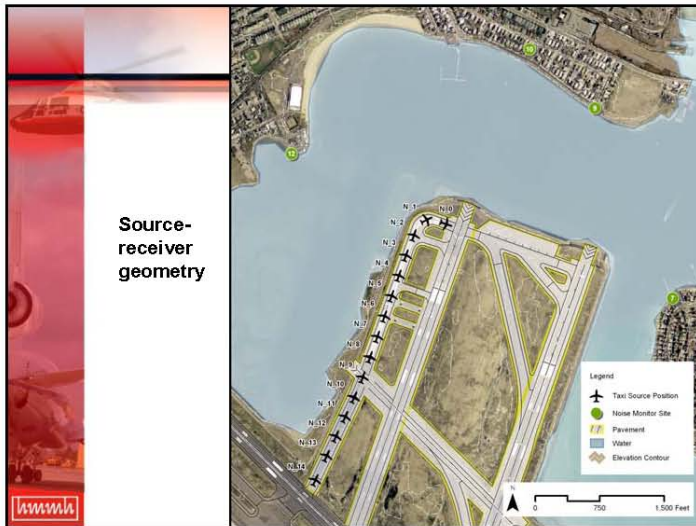


Action 2: Noise Analysis

- **Evaluation at four receiver positions – permanent noise monitoring stations in study area:**
 - NMS 7 – Loring Rd. near Court Rd., Winthrop
 - NMS 9 – Bayswater St. at Annavoy St., East Boston
 - NMS 10 – Bayswater St. near Shawsheen Rd., East Boston
 - NMS 12 – East Boston Yacht Club, East Boston
- **Measurements and modeling**
 - Model aircraft noise emissions during taxi and hold along Taxiway November
 - Conduct measurements of noise from taxi/queue only during peak periods of Taxiway November use

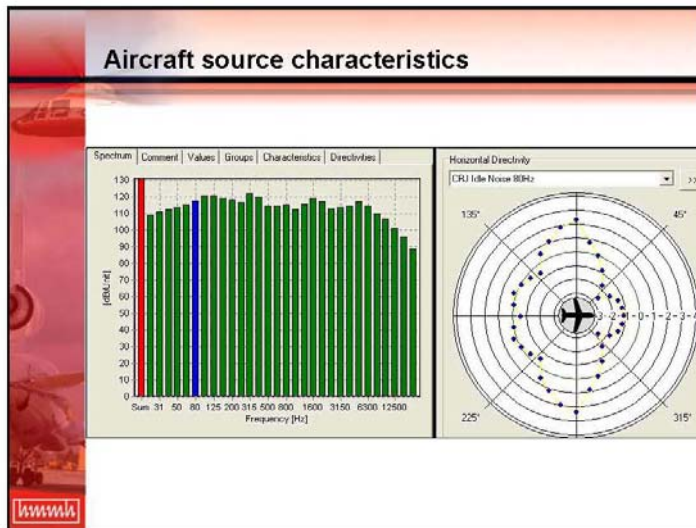
Action 2: Noise Analysis

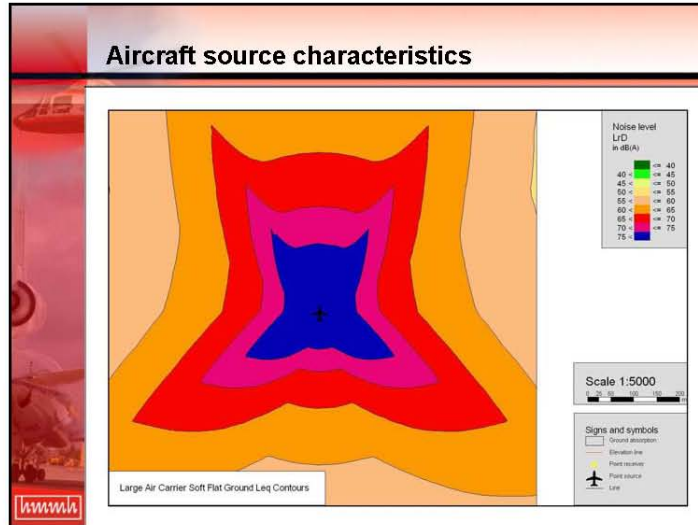
- **Noise modeling**
 - SoundPLAN – best for ground operations noise modeling
 - Aircraft source characteristics
 - Terrain features
 - Ground effects
 - Shielding and reflections
 - Atmospheric effects
 - Source-receiver geometry



Action 2: Noise Analysis

- **Taxi/idle aircraft noise emissions – grouped into five categories:**
 - Jumbo Air Carrier – Boeing 747
 - Heavy Air Carrier – Boeing 767
 - Large Air Carrier – Boeing 737-300
 - Regional and Corporate Jets – Canadair Regional Jet
 - Propeller Aircraft – Beech 1900





Taxi Operations

- **Total taxi/queue time by aircraft type by location on Taxiway November**

Free Flow Condition – Equivalent Taxi and Hold Minutes by Location and Aircraft Group

Group	Equivalent Minutes (day*10*night)														All Locations	
	N_0	N_1	N_2	N_3	N_4	N_5	N_6	N_7	N_8	N_9	N_10	N_11	N_12	N_13		N_14
Jumbo	7	18	12	12	15	14	12	12	11	10	9	8	8	8	11	188
Heavy	17	74	51	26	21	18	17	15	15	15	13	13	13	13	19	340
Large	133	498	445	375	298	208	172	159	143	131	121	115	107	105	148	3155
RJCJ	96	320	200	171	149	133	127	116	108	96	88	81	79	78	110	1952
Prop	54	186	148	124	93	82	72	63	57	54	49	47	46	46	65	1189
All Groups	307	1097	856	708	576	454	400	365	334	306	281	265	254	250	353	6905

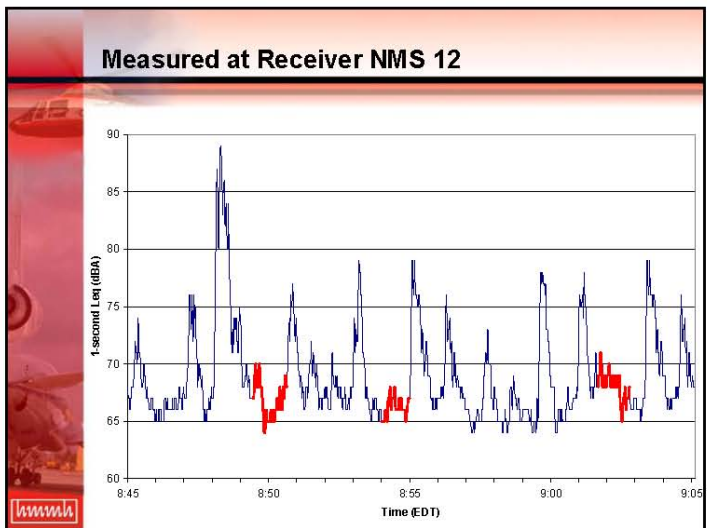
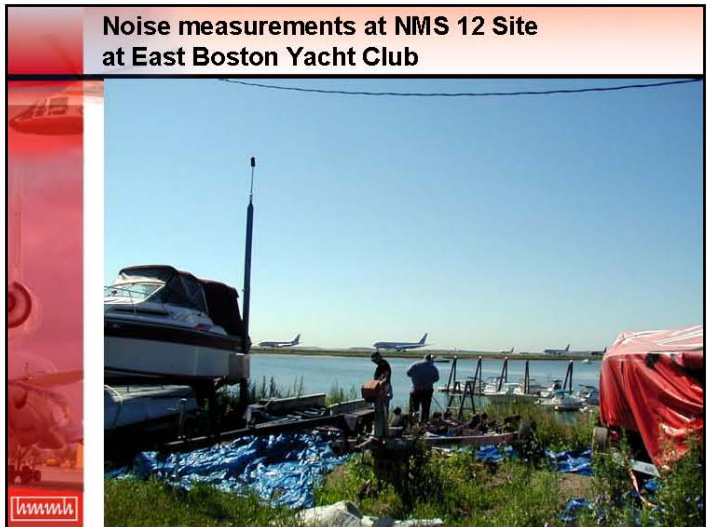
Taxi Operations

- Total taxi/queue time by alternative**

Period	Total Taxi/Queue Time (minutes)	
	Free Flow	Limit Jets
Day	4,191	4,180
Night	261	261
Day plus night	4,452	4,441
Equivalent	6,805	6,794

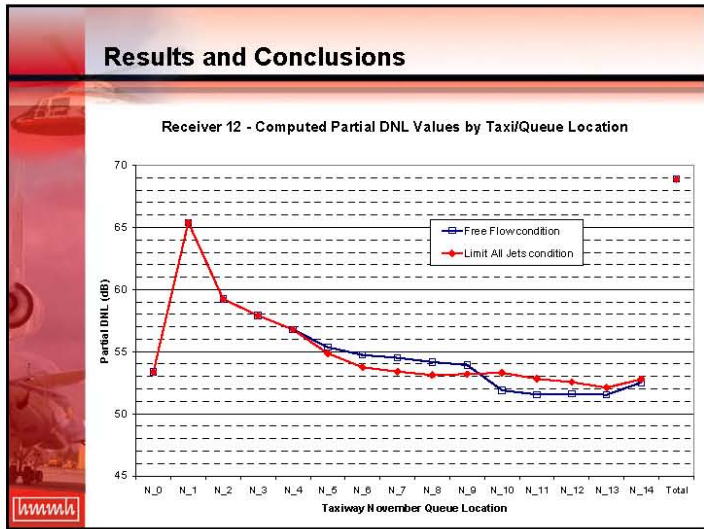
Noise model validation

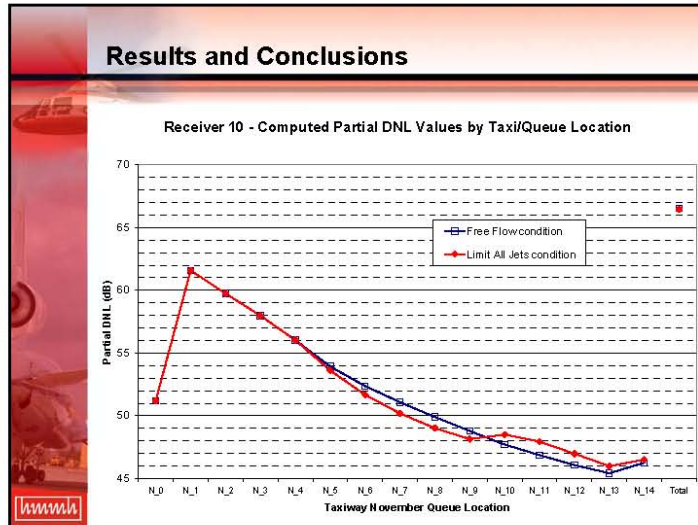
- Comparison with measurements**
 - Receiver at NMS 12 – East Boston Yacht Club
 - Receiver at NMS 10 – Bayswater St. at Shawsheen Rd.



Comparison of measured and computed

Wind Conditions	Date	Time EDT	Noise Monitor	Measured Leq (dBA)	Computed Leq (dBA)	Computed minus Measured (dB)
direct upwind	23 Jun 04	8:38	12	60	70	10
direct upwind	23 Jun 04	9:22	12	63	73	10
upwind	30 Jun 04	8:44	12	66	73	7
upwind	30 Jun 04	8:54	12	64	71	7
upwind	30 Jun 04	9:03	12	63	71	8
crosswind	25 Jun 04	8:54	12	66	70	4
crosswind	25 Jun 04	9:02	12	68	74	6
slight downwind	30 Jun 04	8:44	10	71	71	0
slight downwind	30 Jun 04	8:54	10	66	69	3
slight downwind	30 Jun 04	9:03	10	69	70	1





Results and Conclusions

DNL Results from Taxi Noise Model

Receiver	Free Flow DNL (dBA)	Limit Jets	
		Total DNL (dBA)	Change from Free Flow
NMS 7	62.4	62.4	0.0
NMS 9	67.1	67.0	-0.1
NMS 10	66.5	66.5	0.0
NMS 12	68.9	68.9	0.0

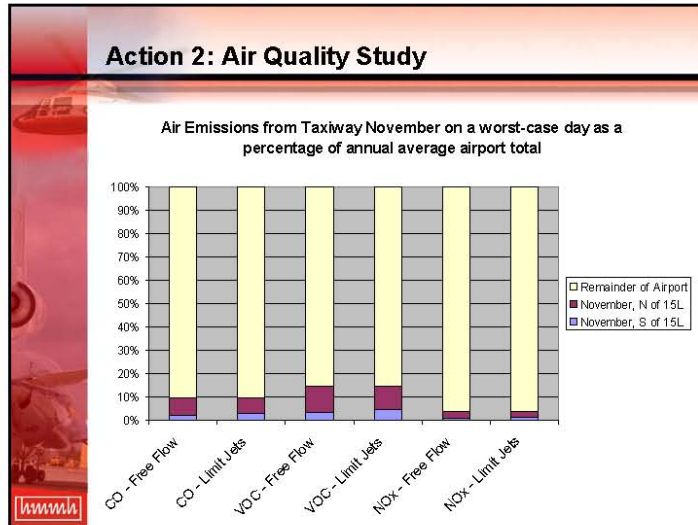
Action 2: Air Quality Study

- **Standard approach for airport air quality assessment**
- **Emissions inventory conducted as first step to determine need for additional dispersion modeling**
- **Examined total air emissions from two scenarios, in context of total airport air emissions.**
 - Carbon monoxide (CO)
 - Nitrogen oxides (NOx)
 - Volatile organic compounds (VOC)
 - Sulfur oxides (SOx)
- **Aircraft emissions data from FAA Emissions Dispersion & Modeling System (EDMS) v. 4.2**
- **Same taxi/queue times and locations as noise study**

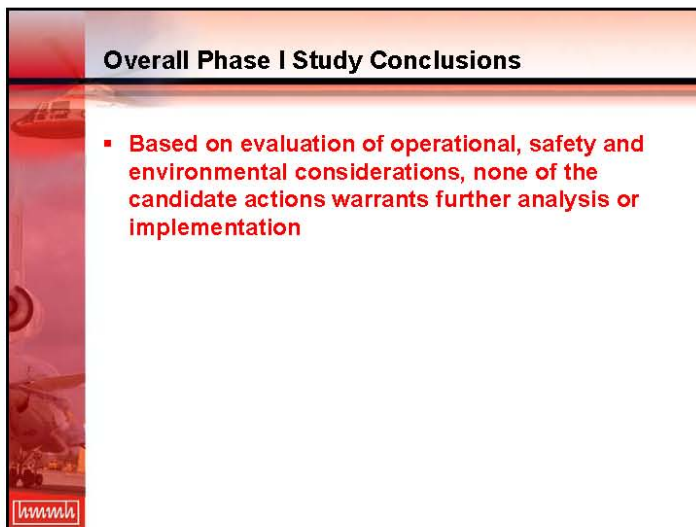
Action 2: Air Quality Study

- **Emissions inventory in terms of tons per year by pollutant is the same for both the Free Flow and Limit Jets scenarios, since the total taxi/hold time is the same**

Alternative	CO	VOC	NOx	SOx
Free Flow	375	67	55	12
Limit Jets	375	67	55	12

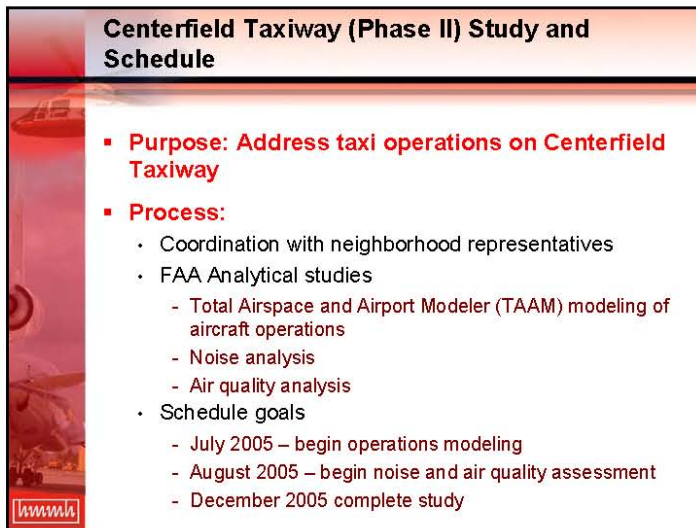


- ### Action 2: Air Quality Study
- **Conclusions**
- No difference (or benefit) from Limit Jets alternative with respect to total emissions generated on Taxiway November
 - Emissions on Taxiway November are a small percentage of the overall total at the airport
 - Local air quality in East Boston and Winthrop will not likely experience any measurable benefits from the Limit Jets alternative
 - Increased distance of queued aircraft in Limit Jets alternative is not great enough to cause noticeable differences in air quality



Overall Phase I Study Conclusions

- **Based on evaluation of operational, safety and environmental considerations, none of the candidate actions warrants further analysis or implementation**



Centerfield Taxiway (Phase II) Study and Schedule

- **Purpose: Address taxi operations on Centerfield Taxiway**
- **Process:**
 - Coordination with neighborhood representatives
 - FAA Analytical studies
 - Total Airspace and Airport Modeler (TAAM) modeling of aircraft operations
 - Noise analysis
 - Air quality analysis
 - Schedule goals
 - July 2005 – begin operations modeling
 - August 2005 – begin noise and air quality assessment
 - December 2005 complete study



U.S. Department
of Transportation
**Federal Aviation
Administration**

New England Region

12 New England Executive Park
Burlington, MA 01803-5299

July 5, 2005

Mr. Harvey Maibor
33 Court Road
Winthrop, MA 02152

Dear Mr. Maibor:

Enclosed are the draft minutes of the Taxiway Study Meeting held on May 27 at the Logan Office Center. Please advise if you have any edits or comments.

The minutes reflect not only the discussion that occurred in the meeting room, but also follow up answers from the air quality experts who were not in attendance.

Mike Kenney of KB Environmental Sciences will be attending our next meeting, which will be scheduled with you later in the summer.

Please feel free to contact me via email, anytime, at gail.lattrell@faa.gov or by phone at 1-781-238-7615.

Thank you for your continued help in this important effort.

Sincerely,

Gail Lattrell
Community Planner

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ANE-610:G.Lattrell:KVC:781-238-7615:07/05/2005



U.S. Department
of Transportation
**Federal Aviation
Administration**

New England Region

12 New England Executive Park
Burlington, Massachusetts 01803

Notes from May 27, 2005 Taxiway Study Meeting

The meeting started a little after 9:30 am. Gail Lattrell (FAA) introduced the team, and Gary Hufnagle (FAA) presented the discussion of Action items 1 thru 16.

Action 7: Build Berms at the North End of the Airport: Community members requested reports on studies of berms and shielding. Gail said FAA didn't have them, it was Massport effort.

Action 8: Tow Aircraft to the Departure End of 22R: Second bullet about increased emissions from engine start on taxiway was questioned. Chris Menge (HMMH) agreed to check with Mike Kenney (KB Environmental Sciences-Air Quality).

Mike Kenney provided the following: The merits of towing aircraft to the ends of runways as a means of reducing ground-based airport operational emissions has been deliberated for several years within the airport and environmental communities. While the concept appears to be a potential air quality mitigation measure, it has some hidden drawbacks that could inadvertently increase aircraft emissions and/or accidentally compromise the safety of the aircraft. Some of these important considerations are briefly discussed below:

Prior to take off, the pilots go through a mandatory and extensive check-list to ensure the aircraft is airworthy. An important part of this process requires the engines to be running so their performance and safety features can be verified. This pre-flight procedure is usually conducted at the terminal gate as the cargo and passengers are being loaded onto the aircraft. Towing the aircraft to the end of Runway 22R would require that this process is conducted closer to nearby communities (instead of the terminal area) and possibly delay some aircraft from taking off.

Similar to other internal combustion engines, aircraft engines go through a "warming up" process as the inner workings of the engine become operative and the dynamics of the combustion process reach optimum temperature and pressure. Until the engines reach this condition, the performance is less than ideal and excess emissions are generated. Again, towing the aircraft to the end of Runway 22R would require that this warming-up process be conducted closer to nearby communities (instead of in the terminal area) where these excess emissions would be released.

Most aircraft are designed to be towed with tugs and tractors and it is done on an "as needed" basis to maneuver the aircraft into or out of the terminal gate or to transport the aircraft from maintenance facilities or overnight parking areas. However, in many cases the aircraft landing gear are not designed to be towed over long distances or on a regular basis. Towing

the aircraft to the end of Runway 22R could put additional stress on these aircraft and inadvertently compromise the structural integrity of the aircraft.

As a means of saving fuel, some pilots now elect to taxi the aircraft using one engine while maneuvering to the runway end. This measure also helps to reduce air emissions and is practiced at Logan by some airlines.

Based on the above, it is unlikely that the proposal of towing aircraft to the end of Runway 22R as a means of reducing emissions on the north end of the airport will be very effective; and it may even be counter-productive. By comparison, the practice of single-engine taxiing combined with the efficient movement of aircraft and adequate capacity on the taxiway system will serve to reduce emissions more effectively.

Action 9: Ensure Compliance with Regulations, Orders, and other Commitments Related to the Use of Taxiway November: Gary was asked if separations were included in the evaluation of FAA compliance. He said that they were. Gail offered that FAA has the design standards for separations, including runway-to-runway and taxiway-to-taxiway.

Action 10: Create an Information System to Monitor Compliance with Regulations Orders and other Commitments Related to the use of Taxiway November: A community member argued that there was too much air traffic with too much noise and air pollution. Another asked for background on PASSUR. Gary stated it was a Massport system, and interactive on the Internet.

Art Flavin from Winthrop stated that a \$500,000 study was being funded by the city to look at air quality and respiratory illnesses. He knows the "2.5 micron" is an issue. A recent study showed increased heart attacks. Health is being affected by pollution generated at Logan. Studies have shown that people who live near the airport have greater respiratory illnesses than people removed from the airport.

Mike Kenney adds the following in response to Art's comment: The relationship between air quality and respiratory illnesses is a topic of increasing interest in both the medical and scientific arenas. The U.S. EPA has recently published reports that indicate that elevated concentrations of "fine" particulate matter (i.e. PM2.5) can have a detrimental impact on a human's ability to transpire oxygen and thereby place additional stress on the heart. However, in most cases the "cause-and-effect" between ambient (outdoor) air quality and health can be very complex and is not fully understood. This is because 1) the exposures of the subject populations are not consistent and often influenced by a host of variables, both environmental and man-made; 2) the effects of air pollution often take many years to manifest themselves; and 3) the disciplines involved in attributing the effects of one (or more) pollutant to a medical condition are still under development.

People who live near airports (including Logan) are potentially exposed to air pollutants from numerous and varied sources (e.g. aircraft, motor vehicles, marine vessels, industrial and power facilities, residential heaters and open burning), some of which may be located many miles away. This, combined with the epidemiological issues mentioned above make it very difficult to determine what effect, if any, airport emissions have on human health and welfare.

Studies that suggest that human health is being affected by pollution generated at Logan or that people that live near an airport have greater incidents of respiratory illnesses than people removed from the airport have been conducted. However, it has been suggested by some reviewers that these studies have potentially significant limitations based on the small size of the population examined and the method(s) used to obtain the data. (The Massachusetts DEP stated that the study conducted near Logan a few years ago could be characterized in this way.)

The following status report on Logan Airport Health Study has been provided by the Massachusetts Department of Public Health/Center for Environmental Health (MDPH/CEH):

Status Report on the Logan Airport Health Study

May 12, 2005

Background: The Logan Airport Health Study is being conducted by the Massachusetts Department of Public Health/Center for Environmental Health (MDPH/CEH) (formerly Bureau of Environmental Health Assessment). The goal of the study is to assess the prevalence of certain health outcomes in residents of these selected communities, with an effort to determine the possible relationship between opportunities for environmental exposure to activities at Logan Airport, and the health outcomes of interest, which include respiratory, cardiovascular, and auditory endpoints. The Logan study was initially requested in the Acts of 1999. In 2000, the MDPH/CEH hired a full-time project coordinator, conducted in-depth literature searches for information pertaining to the exposures and outcomes of interest, contracted an independent research firm to develop and pilot test the telephone questionnaire, and ultimately to conduct the interviews for this study. The MDPH/CEH also established a community advisory group that provided input to project staff. In 2003, funding was eliminated in the state budget, hence project staff were laid off and the project was suspended.

Current Status: The Acts of 2004 provided funds to move forward and continue the project. The funding to continue the study allowed the MDPH/CEH to hire a project coordinator, Margaret Round, in November 2004. Margaret brings 18 years of experience in working on environmental regulatory and health issues. Most recently, she was the senior air toxics coordinator for a regional consortium of air quality agencies. Since November, Margaret has been updating and finalizing the study protocol, and reviewing more recent scientific literature regarding the health effects of airport-related activities. She has also re-established the contract with the survey research firm that previously developed and successfully pilot tested the telephone questionnaire. This questionnaire will ultimately be administered to approximately 6000 residents living in the 16 community study area. The survey research firm will begin interviews in May 2005 with the goal of completing the interviews by the end of December 2005. The MDPH/CEH is also reconvening the community advisory group and plan to meet with them in June 2005. Following completion of the interviews, MDPH/CEH will perform statistical analyses on the data and the results will be interpreted and described in a draft report. The draft report will then be reviewed internally, revised, and submitted for peer review. Comments from peer review will then be addressed, revisions made, and a final report is expected during the summer of 2006.

Contacts: Elaine Krueger, Director of the Environmental Toxicology Program, or Margaret Round, Project Director, 617-624-5757.

Fran Rowan from East Boston stated that someone has the responsibility for getting back to her on health issues – is it FAA or Massport? She stated that she had made a specific request. She wants to know what's in the air. She mentioned a 1972 government report that

had a complete pollution inventory and wondered why current reports do not have the same level of detail.

Mike Kenney later offered that as part of Massport's mandatory environmental assessment and reporting process under the Massachusetts Environmental Policy Act (MEPA), Massport prepares a detailed emissions inventory of all airport-related emissions at Logan. An *Environmental Data Report* (EDR) is prepared and published annually, and incorporates aircraft, ground service equipment (GSE), fuel storage and transfer facilities, the central power plant and other stationary sources as well as airport-related motor vehicles traveling both on and off the airport site.

Harvey Maibor said that the certificate issued by Secretary Durand stated that Massport must work with the Department of Public Health to create a database of pollutants. But – a database is not useful unless it is interpreted.

And a response from Mike Kenney: A review of the Certificate does not reveal the subject of a database of pollutants nor the work with the Department of Health. Rather, the Certificate calls for the assessment of NO_x reduction measures and an updated report on the GSE fleet conversion at Massport; both of which have been completed.

Action 12 Provide an Air Quality Monitoring Site for Taxiway Operations at the North End of the Airport: A fair amount of discussion took place about the adequacy of Massport's air quality monitoring system, after Chris Menge discussed its implementation, frequency of use and accuracy. Community members stated that all pollutants should be monitored, not simply NO₂. Menge stated that NO₂ is a more sensitive indicator of airport activity than the other pollutants. Art Flavin suggested that it is the particulates and odors that are particularly bothersome. Several comments suggested that continuous monitoring was needed, not occasional sampling. Others argued that peak periods needed to be monitored and reported. A community member stated that a complete database with all measurement results plus the winds, air temperature, runways in use, and humidity for each measurement would be better than publishing a single average. Menge stated that the health standards were in terms of the long-term averages that were measured by the monitors, not based on peak exposure. Community members argued that it is the peak periods – occasionally for days at a time, that deteriorate quality of life by making people gag and coating outdoor objects.

Mike Kenney also added here: The ongoing Massport NO₂ monitoring program in the vicinity of Logan provides one of the most comprehensive and extensive historical records of air quality conditions in the vicinity of a commercial airport. Combined with the DEP continuously running monitoring station formerly located on Bremen Street in East Boston (the station was closed last year due to construction activities), there is a broad database of air quality and meteorological measurements taken near the airport. With the exception of the pollutant ozone (O₃), these data reveal that the air quality in this area meets the National Ambient Air Quality Standards established by the U.S. EPA and adopted by the DEP. (O₃ is a regional pollutant and elevated levels occur throughout the Boston metropolitan area and not just in the vicinity of Logan.)

Studies of atmospheric fallout and particulate matter have been conducted in the vicinities of Logan and other U.S. airports. Thus far, these studies indicate that most of the material

originates from wind-blown dust, and that the small portion that is fuel-related is undifferentiated among aircraft, motor vehicles or power facilities.

Action 14: Encourage Development of More Environmentally Friendly Aircraft Engines:

Community members asked what future aircraft engine designs will be doing about air emissions and if Stage 4 had any air quality requirements. One suggested that current Stage 3 engines are more polluting than the older types. Menge said that he would consult with Mike Kenney for answers to these questions. Art Flavin wanted the air quality study to address particulate material, the "bubble effect" and the "near-field effect." He pointed out that during 3-hour periods, air quality can be so bad as to make neighbors gag.

Mike Kenney added later: Under the federal Clean Air Act (CAA), aircraft engine emissions are regulated by the U.S. EPA. These standards are getting progressively more stringent and have already resulted in significant reductions in aircraft engines emissions. The newer Stage 4 aircraft emit less than the Stage 3 and older aircraft. It is also expected that the future commercial aircraft fleet will be even more environmentally friendly as FAA, NASA and the aviation industry research develops further improvements to the fuel combustion process.

As stated above, studies of atmospheric fallout and particulate matter have been conducted in the vicinities of Logan and other U.S. airports. These studies indicate that most of the material originates from wind-blown dust, and that the small portion that is fuel-related is undifferentiated among aircraft, motor vehicles or power facilities.

The "bubble" effect, or concept, of managing air emissions associated with airports was originally conceived in California over 15 years ago. In brief, the approach to this concept involves the treatment of all the emission sources at the airport as one entity operating (or encompassed) under a bubble. Notably, the *Air Quality Initiative* (AQI) developed by Massport for Logan functions very much like the bubble concept in that all of the NOx emissions from all airport sources are accounted for and managed. The objective of the AQI is to retain emissions levels of this pollutant to within 1990 levels at the airport. The progress of this management program is report on in the annual EDR.

From time to time, wind and other atmospheric conditions may cause airport-related odor-causing emissions to disperse over populated areas. These episodes are usually of short-term durations, occur on irregular basis, and the effects of which likely vary depending on the location. Moreover, there are no air quality standards for these types of emissions, nor are there monitoring data that specifically characterize such occurrences in the vicinity of Logan or any other airport. The FAA, US EPA and other agencies are undertaking a collaborative and comprehensive monitoring study at Los Angeles International Airport that may help to better define and delineate these and other air quality issues adjacent to an airport. The initial results of this study are expected to available in about one year.

Gail responded to a question about Part 161 by saying that it was not appropriate in this situation because this study only considers part of the airport, not a limit on operations at the whole airport.

Harvey Maibor of Winthrop stated that it is the peak periods that hurt them. He said the nighttime also hurts them, and that averaging dilutes the impacts. He said that people in

Winthrop get sick from spending too much time on their boats, and they now have to leave the area as soon as they get in their boats.

Fran Rowan expressed a general dissatisfaction with the process in this study. She stated that the community representatives were not experts. The 16 ideas that were evaluated in this study were suggestions meant to get at the symptoms of the problem. She had hoped that the experts would look at the problem and find solutions, not spend all their effort shooting down the community members' ideas.

Ron Hardaway asked if we could name one concession that has been made toward the community. (There was no response.)

Art Flavin suggested that if the Centerfield Taxiway is built, and the agencies stonewall all of the quality-of-life issues, then "we're not getting anywhere."

Fran Rowan suggested that given Mike Kenney's expertise and experience with other airports, he could share what other airports have done to improve air quality as a component of the report.

Mike Kenney commented: A partial listing and discussion of air quality mitigation measures at airports located both in the U.S. and abroad is contained in a new book entitled *Airport Air Quality: Approaches, Basics and Challenges* published by the University of California at Berkeley (see www.techtransfer.berkeley.edu). Mike Kenney is the co-editor of this book and is available to discuss these measures (as well as others not listed and discussed) based upon his experience at Logan and other airports located across the county and elsewhere. As a preview, it may be instructive to note that many of the airport air quality measures address the reduction of excess emissions from delayed aircraft and motor vehicles operating on airfield and roadway facilities that have reached (or exceeded) their capacities. Other common measures are aimed at reducing emissions by replacing GSE and other fleet vehicles with "low" or "no" emitting equipment.

Gary Hufnagle pointed out that the tower for years and years has been using Noise Abatement Procedures, and tower personnel have taken it very seriously.

Chris Menge gave a presentation of the results of the noise and air quality studies.

Community members requested a synopsis of the meeting within 30 days, and Gail agreed.

Gail also suggested that Mike Kenney should come to the next meeting to address air quality issues. She said the next meeting would be scheduled for August, most likely. Mike Kenney has agreed to attend.

Gail stated that the final report upon which the presentation was based would be issued sometime during the summer.

The meeting adjourned at approximately 12:30 pm.

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF TRANSPORTATION
REGULATORY AND COMMERCE COMMITTEE
RANKING MEMBER
SUBCOMMITTEE ON
TELECOMMUNICATIONS AND
THE INTERNET

SELECT COMMITTEE ON
HOMELAND SECURITY

RESOURCES COMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515-2107

WASHINGTON, DC 20515-2107
(202) 225-2836

DISTRICT OFFICES:
5 HIGH STREET, SUITE 101
MEDFORD, MA 02155
(781) 396-2900

188 CONCORD STREET, SUITE 102
FRAMINGHAM, MA 01702
(508) 875-2900
www.house.gov/markey

August 24, 2005

Administrator Amy L. Corbett
Regional Administrator
Federal Aviation Administration
12 New England Executive Park
Burlington, Massachusetts 01803-5202

Dear Administrator Corbett:

I am writing on behalf of the residents in the Town of Winthrop, which I represent. The community has recently raised concerns over its role in Phases I and II of the FAA's ongoing taxiway evaluation study at Boston's Logan International Airport. I am requesting clarification and further explanation of the Town's function in the process and the FAA's responsibility to ensure the community's concerns are adequately addressed.

It is my understanding that as part of the FAA's August 2002 Record of Decision (ROD) on Logan's Airside Improvements Planning Project, the FAA agreed to approve the construction of the Centerfield Taxiway subject to additional evaluation of taxiway operations north of Runway 15R-33L. This evaluation would be conducted in two phases. Phase I, which is approaching completion, would address operations on Taxiway November and Phase II would address operations on the Centerfield Taxiway. The ROD states that "Phase I would begin by developing a clear understanding of the concerns that the neighborhoods surrounding the approach ends of Runways 22L and 22R have regarding operations on the existing taxiway system north of Runway 15R/L." The ROD further states that the FAA, as part of Phase I, must "meet with representatives from neighborhoods surrounding the north end of the airport to better ascertain their concerns, solicit potential actions to address their concerns, and discuss operational difficulties in meeting current policy."

Last month, two of Winthrop's three Taxiway Committee members met with the Winthrop Board of Selectmen to provide an update on Phase I. With the first phase all but complete, the community representatives indicated that they had made some sixteen recommendations for mitigating existing negative impacts resulting from Taxiway November. However, they were disappointed to learn that none of their suggestions had been forwarded to the Massachusetts Port Authority (Massport). The members went on to point out that the FAA has made no recommendations to improve the existing situation.

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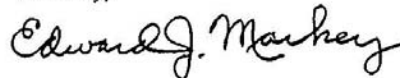
To better understand the role the communities of Winthrop and East Boston have in the taxiway evaluation study, I respectfully ask that you provide me with answers to the following questions relating to the process:

- 1.) What is the nature of the relationship between Massport and the FAA with regard to the taxiway evaluation effort? Specifically, is Massport required to implement any recommendations resulting from the evaluation? If not, what is the significance of community input?
- 2.) Has the FAA made any recommendations to mitigate existing impacts on surrounding communities resulting from operations on Taxiway November?
- 3.) Is it true that the FAA objected to all Phase I mitigation proposals submitted by the community representatives? If so, what are the reasons for not following through on their recommendations?
- 4.) What role will impacted communities have in Phase II of the evaluation?

I hope you agree that ensuring a high quality of life for residents in neighborhoods impacted by Logan Airport is a top priority and that suggestions raised by these communities must be fully explored and given complete consideration as the FAA moves forward with Phase II.

Thank you in advance for your prompt attention to this matter, I look forward to your response. Should you have any questions or require additional information, please do not hesitate to contact Patrick Lally of my Medford District Office at (781) 396-2900.

Sincerely,



Edward J. Markey

EJM/pjl



U.S. Department
of Transportation
Federal Aviation
Administration

New England Region

12 New England Executive Park
Burlington, MA 01803-5299

The Honorable Edward Markey
House of Representatives
Washington, DC 20515-2107

Dear Representative Markey:

Thank you for your letter of August 24, 2005, concerning the Centerfield Taxiway Evaluation for Logan International Airport.

In October 2002, the Federal Aviation Administration (FAA) began to deliver on commitments regarding the taxiway evaluation articulated on page 25 of the August 2002 Record of Decision (ROD) for the Airside Improvement Program at Logan. To ensure a clear understanding of neighborhood concerns, we invited three Winthrop and three East Boston community members chosen by Winthrop's Selectwoman Mary Turner and Boston's Mayor Thomas Menino, respectively, to participate in this study.

The first meeting of the taxiway evaluation group included both FAA and the six citizen members. These community members were asked to share their concerns regarding aircraft taxi operations in the north end of the airport, north of Runway 15R/33L. The scope of work identified potential candidate actions solicited from the citizen members to address their concerns. The scope also afforded FAA an opportunity to identify candidate actions, other than those suggested by the communities, that FAA thought may be promising to mitigate the issues raised by the citizens. A subsequent meeting with the citizen members was held in April 2003, after a qualitative analysis was accomplished by an FAA Evaluation Team. FAA identified the need to obtain consultant expertise in both air quality and noise to provide the best possible analysis of some of the candidate actions. FAA issued a press release to the larger airport community to advise that the study was proceeding.

After retaining the subject matter experts and sharing the candidate actions, the group met again in May 2005. The community members offered 16 proposals. Each proposal was evaluated and analyzed from an operational, environmental, and safety standpoint. At the conclusion of the analysis, the FAA and the consultants agreed that there were, unfortunately, no recommendations identified that would address and mitigate the concerns of the airport's northern neighbors. Some of the proposals were not possible due to violations of airport design standards, others were impractical from an aircraft operations standpoint, and others caused unacceptable discrimination of aeronautical activity.

2

In addition, members of the FAA Evaluation Team met both in January 2003 with the air traffic consultant and subsequently with the environmental consultant group to discuss possible ideas to mitigate the concerns and were unable to identify workable solutions.

You question whether Massport would be required to implement any recommendations, and while the answer is technically no, had there been promising recommendations, I would expect Massport to support that effort and see no reason why they would not.

The citizens will again be asked to meet with FAA in early fall. We will be sharing the scope of work for the second phase of the study as well as the schedule. Both the noise and air quality consultants will be present to answer any questions raised by the citizen members. In Phase 2, the FAA will be considering alternatives that include operational or management techniques to minimize impacts of the use of a centerfield taxiway.

Based on the consultant's schedule, we anticipate the study will be complete by the end of the year. We have asked the consultant to prepare the evaluation report in one document that includes the analysis and research conducted by the group. There will be a final meeting with the community representatives after the first of the year to share the document in its entirety and to conclude the project.

Our commitment is unwavering to both the requirements of the FAA ROD of 2002 and to exploring the options and possibilities available to us to help Logan Airport to become a better neighbor. We will provide your office with copies of the Taxiway Evaluation document upon completion. If you need further information, please contact Barbara Travers-Wright at 1-781-238-7025.

Sincerely,

Amy L. Corbett
Regional Administrator

cc:
ANE-1, AOA-3, AGI-1, ANE-3C, ANE-500,
ANE-7, ETSU
District Office, Medford, MA

HARRIS MILLER MILLER & HANSON INC.

15 New England Executive Park
Burlington, MA 01803
T 781.229.0707
F 781.229.7939
W www.hmmh.com
E-mail for Christopher Menge: cmenge@hmmh.com

MEMORANDUM

To: Centerfield Taxiway Study Team Members
From: Christopher Menge
Subject: Centerfield Taxiway Study: Phase 2 scope and proposed schedule
Reference: HMMH No. 300280
Date: September 15, 2005

This memo presents the proposed scope and schedule for Phase 2 of the Centerfield Taxiway study, based on discussions in a meeting on September 12 among Gail Lattrell, Gary Hufnagle, Flavio Leo, Chris Oswald of Leigh Fisher Associates, Jorge Rodriguez of LFA and myself.

Proposed Scope of Work

1. We (our subcontractor, Leigh Fisher Associates (LFA)) will use the TAAM (Total Airspace and Airport Modeller) simulator to develop a busy summer day taxi operations model for a 24-hour period during which Runways 22R and 22L are in continuous for departures. An estimate of a future level of activity will be used in the model to be developed from an FAA-accepted forecast (e.g. the FAA TAF for Boston Logan). The base case model will reflect unrestricted use of the Centerfield and November taxiways in a manner that reflects a high degree of both safety and efficiency as expected by FAA tower personnel. Details of LFA's work tasks are attached at the end of this memorandum.
2. After a meeting with the community representatives, up to five "specific operating procedures"¹ will be developed for evaluation.
3. Noise and air quality studies will be conducted for the base case and the additional operating procedures, in a manner similar to those prepared for the Phase 1 analysis.
4. A comprehensive study report will be prepared and submitted to FAA for review and comment. The report will document the Phase 1 and 2 operational, noise and air quality analyses, and the community involvement process.
5. One meeting with the six community representatives will be held at the end of the study.

¹ As stated on page 4-13 of the Final EIS: "The second task [this Phase 2 study] would ... evaluate specific operating procedures that could mitigate community concerns regarding the impacts of the Centerfield Taxiway while preserving the operational and other environmental benefits shown in the EIS. Any such procedures or prohibitions would not limit the use of the Centerfield Taxiway in the event of emergencies, key equipment outages, or scheduled maintenance that requires the closure of taxiways at the north end of the airport."

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MEMORANDUM

Centerfield Taxiway Study Phase 2 study scope and schedule

September 15, 2005

Page 2

Schedule

Schedule for Phase 2 Logan Centerfield Taxiway Operations and Environmental Study
Sept 15, 2005 C. Menge

TASKS	HALF-MONTH STARTING:	SEP 15	OCT 1	OCT 15	NOV 1	NOV 15	DEC 1	DEC 15	JAN 1	JAN 15	FEB 1
Operations data gathering		█									
TAAM modeling		█	█	█	█						
Noise and air quality analysis					█	█	█				
Meetings with community representatives			1st wk								1st wk
Draft study report preparation					█	█	█	█	█		
Agency review of draft report										█	
Final study report											█

HARRIS MILLER MILLER & HANSON INC.

MEMORANDUM
Centerfield Taxiway Study Phase 2 study scope and schedule

September 15, 2005
Page 3

***Scope of Work and Tasks for TAAM Modeling – to be conducted by
Leigh Fisher Associates under subcontract to HMMH***

Purpose and Scope

The purpose of this analysis is to assist HMMH in understanding how implementation of the proposed full-length taxiway between Runways 4L-22R and 4R-22L (the centerfield taxiway) would change aircraft taxiing patterns, departure queuing locations, and departure queuing durations. These simulation results would then be used by HMMH in subsequent noise and air quality modeling efforts.

In the study, a baseline centerfield taxiway operational scenario will be simulated using the Total Airspace and Airport Modeller (TAAM). In addition, up to five potential operational variations will be modeled to provide operational data that can be used to assess how the variations change environmental impacts and operational efficiency associated with the taxiway. These variations will be specified after a meeting with community representatives.

The baseline centerfield taxiway operational scenario and alternative taxiway use strategies will be simulated at a projected Year 2010 activity level. All simulations will be conducted assuming good weather conditions, when the Airport's runways can be used by arrivals and departures as described in Table 1.

Task Descriptions

The following paragraphs summarize the tasks that LFA would undertake as part of this assignment.

Task 1: Define Level of Modeling Detail Needed and Collect Input Data

Task 1 will involve the following subtasks:

- Definitions of the conditions under which the secondary arrival and departure runways are used
- Specification of the aircraft types and/or routes that are typically assigned to the secondary runways
- Determination of the level of modeling detail required in the airport terminal area, including whether detailed airline gate assignments will be required
- Assessment of whether runway and taxiway operating configurations can be simplified for purposes of the simulation analysis

As part of Task 1, LFA will also collect data available from prior modeling efforts, including prior TAAM analyses of Taxiway N conducted by the MITRE

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MEMORANDUM

Centerfield Taxiway Study Phase 2 study scope and schedule

September 15, 2005

Page 4

Corporation for the FAA. The budget, schedule, and tasks described below are predicated on these prior TAAM model files being provided to LFA.

Task 2: Develop 2010 Design Day Flight Schedules

In Task 2, LFA will develop a 2010 “design day” flight schedule for use in TAAM. This flight schedule will reflect forecast information – particularly aircraft fleet mix information – recently developed by the FAA as part of the New England Regional Airport System Plan (NERASP). The TAAM flight schedule will reflect a high-activity design day in order to approximate “worst-case” noise and air quality impacts.

The 2010 flight schedule will be developed using historical airline schedule information from 2005, supplemented with information regarding non-scheduled activity (e.g., general aviation activity, air taxi, and air cargo activity), obtained from Massport’s noise monitoring system or FAA Enhanced Traffic Management System (ETMS) operations logs.

After obtaining necessary historical data, LFA will “match” arriving flights with departing flights using flight matching software that we have developed specifically for this purpose to quickly develop a matched flight schedule. After flights are matched, LFA will supplement the 2005 flight schedule with additional operations to reflect anticipated growth in operations through 2010.

LFA will confirm the characteristics of the resulting 2010 flight schedule with the FAA and Massport prior to finalizing the flight schedule. These characteristics include (1) the average annual design day activity level, (2) the average annual design day fleet, and (3) hourly peaking characteristics.

Task 3: Develop and Confirm Airfield Operating Assumptions

In Task 3, LFA will develop necessary airfield operating assumptions for use in TAAM. These assumptions, which will be developed in collaboration with FAA Air Traffic Organization and Massport representatives, include the following:

- Runway assignment strategies
- Preferred taxiway routings to and from active runways
- Departure queuing strategies
- Runway crossing strategies
- Airline gate/parking position assignments
- Inter-arrival and inter-departure separations
- Runway dependencies

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MEMORANDUM

Centerfield Taxiway Study Phase 2 study scope and schedule

September 15, 2005

Page 5

- Taxiing speeds

Task 3 will involve two coordination trips to Boston by LFA staff. The first trip, which will take place in early- to mid-September will involve meetings with FAA air traffic and ground controllers from the Boston-Logan Airport Traffic Control Tower and Massport staff to develop initial modeling assumptions. The second trip, which will take place in early to mid-October, would be to review initial TAAM models interactively with controllers and Massport staff and adjust modeling assumptions as needed.

Task 4: Conduct Baseline TAAM Simulation Experiment

LFA will perform a TAAM simulation experiment of the baseline centerfield taxiway operating configuration using the flight schedule and operating assumptions developed in Tasks 2 and 3. The baseline experiment will consider a south flow operating configuration in which Runways 27 and 22L are used by arrivals and Runways 22R and 22L are used by departures. The baseline experiment will include all of the airfield improvements proposed in the Airside Development Program Final Environmental Impact Study, including the centerfield taxiway, extension of Taxiway D, realignment of the southwest corner taxiway system, and realignment of Taxiway N, and Runway 14-32. After an initial "draft" version of the baseline experiment is developed, LFA will travel to Boston to validate the draft experiment with FAA Boston Tower controllers and Massport staff through examination of TAAM animations, simulation queuing statistics, and runway flow rates. The baseline experiment will then be refined to reflect controller comments. Initially, a single "replication" of the final TAAM baseline experiment will then be performed. Multiple replications of TAAM experiments will be conducted as the project simulation schedule and budget permit.

Task 5: Develop and Conduct TAAM Simulation Experiments of Proposed Operational Variations

In coordination with HMMH, FAA Air Traffic Organization representatives, FAA Airports Division representatives and Massport, LFA will develop up to five additional TAAM experiments assess the environmental and operational effects associated with potential operational variations in the use of the crossfield taxiway.

All of these experiments will be developed for south flow conditions at the 2010 demand level. As in Task 4, initially a single "replication" of the TAAM experiments will be performed. Multiple replications of TAAM experiments will be conducted as the project simulation schedule and budget permit.

HARRIS MILLER MILLER & HANSON INC.

MEMORANDUM

Centerfield Taxiway Study Phase 2 study scope and schedule

September 15, 2005

Page 6

Task 6: Compile Needed Operational Data from TAAM Experiments

LFA will compile operational data from the TAAM experiments for subsequent use by HMMH in noise and air quality modeling efforts. At this time, the following operational data have been assumed to be needed:

- Cumulative time spent on selected taxiway links by aircraft type
- Selected taxiway utilization statistics by aircraft type
- Runway utilization statistics by aircraft type
- Operational performance metrics for the simulated design day, including average unimpeded taxiing time, taxiing delay, and total delay incurred by arrivals and departures.

These data will be provided to HMMH in an electronic format that will be developed jointly by LFA and HMMH.

Task 7: Prepare Briefing Materials and Reports

In Task 6, LFA will document the methodology, assumptions, results, and implications of the analyses performed in Tasks 1 through 5 in a report to HMMH. Ten paper copies and an electronic copy (in Adobe Acrobat format) of the report will be produced in draft form for review by the HMMH, the FAA, and Massport. Upon receipt of comments from these stakeholders, LFA will revise the report and issue a final version. Ten paper copies and an electronic copy (in Adobe Acrobat and Microsoft Word format) of the final report will be produced.

Task 8: Participate in Coordination Meetings

LFA will participate in up to two study coordination meetings in Boston as part of the Study at times and dates to be determined by HMMH, the FAA, and Massport. These coordination meetings would be in addition to the two model development trips described in Task 3.



U.S. Department
of Transportation
**Federal Aviation
Administration**

New England Region

12 New England Executive Park
Burlington, MA 01803-5299

September 19, 2005

Mr. Arthur Flavin
42 Center Street
Winthrop, MA 02152

Dear Mr. Flavin:

Thank you for your continued involvement and local insight with the Logan International Airport Taxiway Evaluation. As promised, we would like to share our approach to Phase 2 of the Taxiway Evaluation as we consider appropriate beneficial operating procedures for a Centerfield Taxiway.

We would like to meet with you on October 6 or 7 at the Logan Air Traffic Control Tower. As requested, the air quality consultant will be available at that meeting to answer technical questions.

Please check your availability on these dates. I will be contacting you in the next few days to confirm. We will arrange parking for you in advance of the meeting. Thank you very much, in advance, for your time and involvement.

Sincerely,

Gail Lattrell
Community Planner

Gail Lattrell/ANE/FAA
09/22/2005 08:46 AM

To rhh118@comcast.net
cc
bcc
Subject Re: Tentative Taxiway Meeting 10-6 or 7

Thanks for the note, Ron, I just have to touch base with a couple more folks and I will get right back to you.....

Gail

rhh118@comcast.net



rhh118@comcast.net
09/21/2005 05:42 PM

To Gail Lattrell/ANE/FAA@FAA
cc
Subject Tentative Taxiway Meeting 10-6 or 7

Ms Lattrell:

Thank you for your letter.

I have a doctor's appointment for 10-6 at 09:30 but I can reschedule if the 6th is the better date for everyone.

However, I would prefer the 10-7 [Friday] date in the AM, to be finished by 13:00 [but no lunch].

Please advise ASAF. Tlx...Ron Hardaway

Gail Lattrell/ANE/FAA
09/23/2005 02:58 PM

To rhh118@comcast.net
cc
bcc
Subject Re: Tentative Taxiway Meeting 10-6 or 7

It is looking like we can do the 7th, Ron, I haven't spoken to everyone yet, but keep your schedule on the 6th and I will confirm the time on the 7th next week.

Thanks.....Have a nice weekend. Gail
rhh118@comcast.net



rhh118@comcast.net
09/21/2005 05:42 PM

To Gail Lattrell/ANE/FAA@FAA
cc
Subject Tentative Taxiway Meeting 10-6 or 7

Ms Lattrell:
Thank you for your letter.
I have a doctor's appointment for 10-6 at 09:30 but I can reschedule if the 6th is the better date for everyone.
However, I would prefer the 10-7 [Friday] date in the AM, to be finished by 13:00 [but no lunch].
Please advise ASAF. Tkk...Ron Hardaway



U.S. Department
of Transportation
**Federal Aviation
Administration**

New England Region

12 New England Executive
Burlington, MA 01803-5295

September 26, 2005

Mr. Arthur Flavin
42 Center Street
Winthrop, MA 02152

Dear Mr. Flavin:

Thank you for your continued involvement with the Logan International Airport Taxiway Evaluation. We would like to share our approach to Phase 2 of the Taxiway Evaluation as we consider appropriate beneficial operating procedures for a Centerfield Taxiway.

This note is to confirm our meeting on October 7, at 9:30 am on the 19th floor of the Logan Air Traffic Control Tower. Please bring license or photo identification with you on the 7th. I will wait for you in front of the tower.

We will arrange parking for you in advance of the meeting, please call me to provide me with your license plate number. Thank you very much, in advance, for your time and involvement.

Sincerely,

ORIGINAL SIGNED BY:

Gail Lattrell
Community Planner

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New England Region

12 New England Executive
Burlington, MA 01803-5296

September 26, 2005

Mr. Ron Hardaway
118 Bayswater Street
East Boston, MA 02128

Dear Mr. Hardaway:

Thank you for your continued involvement with the Logan International Airport Taxiway Evaluation. We would like to share our approach to Phase 2 of the Taxiway Evaluation as we consider appropriate beneficial operating procedures for a Centerfield Taxiway.

This note is to confirm our meeting on October 7, at 9:30 am on the 19th floor of the Logan Air Traffic Control Tower. Please bring license or photo identification with you on the 7th. I will wait for you in front of the tower.

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Sincerely,

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Community Planner

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New England Region

12 New England Executive
Burlington, MA 01803-5296

September 26, 2005

Mr. Ed Patten
6 Bartlett Parkway
Winthrop, MA 02152

Dear Mr. Patten:

Thank you for your continued involvement with the Logan International Airport Taxiway Evaluation. We would like to share our approach to Phase 2 of the Taxiway Evaluation as we consider appropriate beneficial operating procedures for a Centerfield Taxiway.

This note is to confirm our meeting on October 7, at 9:30 am on the 19th floor of the Logan Air Traffic Control Tower. Please bring license or photo identification with you on the 7th. I will wait for you in front of the tower.

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Sincerely,

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Gail Lattrell
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New England Region

12 New England Executive
Burlington, MA 01803-5295

September 26, 2005

Mr. Harvey Maibor
33 Court Road
Winthrop, MA 02152

Dear Mr. Maibor:

Thank you for your continued involvement with the Logan International Airport Taxiway Evaluation. We would like to share our approach to Phase 2 of the Taxiway Evaluation as we consider appropriate beneficial operating procedures for a Centerfield Taxiway.

This note is to confirm our meeting on October 7, at 9:30 am on the 19th floor of the Logan Air Traffic Control Tower. Please bring license or photo identification with you on the 7th. I will wait for you in front of the tower.

We will arrange parking for you in advance of the meeting, please call me to provide me with your license plate number. Thank you very much, in advance, for your time and involvement.

Sincerely,

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Gail Lattrell
Community Planner

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U.S. Department
of Transportation
**Federal Aviation
Administration**

New England Region

12 New England Executive
Burlington, MA 01803-5296

September 26, 2005

Mr. Bob D'Amico
City of Boston
One City Hall Plaza
Room 805
Boston, MA 02201

Dear Mr. D'Amico:

Thank you for your continued involvement with the Logan International Airport Taxiway Evaluation. We would like to share our approach to Phase 2 of the Taxiway Evaluation as we consider appropriate beneficial operating procedures for a Centerfield Taxiway.

This note is to confirm our meeting on October 7, at 9:30 am on the 19th floor of the Logan Air Traffic Control Tower. Please bring license or photo identification with you on the 7th. I will wait for you in front of the tower.

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Sincerely,

ORIGINAL SIGNED BY:

Gail Lattrell
Community Planner

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New England Region

12 New England Executive
Burlington, MA 01803-5295

September 26, 2005

Ms. Fran Rowan
7 Thurston Street
East Boston, MA 02128

Dear Ms. Rowan:

Thank you for your continued involvement with the Logan International Airport Taxiway Evaluation. We would like to share our approach to Phase 2 of the Taxiway Evaluation as we consider appropriate beneficial operating procedures for a Centerfield Taxiway.

This note is to confirm our meeting on October 7, at 9:30 am on the 19th floor of the Logan Air Traffic Control Tower. Please bring license or photo identification with you on the 7th. I will wait for you in front of the tower.

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Sincerely,

ORIGINAL SIGNED BY:

Gail Lattrell
Community Planner

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Gail Latrell//ANE/FAA
09/28/2005 01:01 PM

To rhh118@comcast.net
cc
bcc
Subject Re: Potential meeting date change [1]

Good Morning Ron....

I am so sorry you will be unable to join us on Friday. Both consultants have already arranged their travel plans for Friday and the tower folks have scheduled their staffing to accommodate our group at the tower as well as the schedules of the other community reps for Friday. As such, I will be unable to reschedule this meeting. I will be certain to send you the minutes of the meeting and will contact you regarding follow up meetings as well.

Thanks for the note.

Gail
rhh118@comcast.net



rhh118@comcast.net
09/27/2005 04:05 PM

To Gail Latrell//ANE/FAA@FAA
cc
Subject Potential meeting date change

Ms Latrell:

Gail, I have a conflict with the 6th & 7th now. Is it possible to move into the next week of the 10th? Ron Hardaway

October 13, 2005

Mr. Harvey Mailbor
33 Court Road
Winthrop, MA 02152

Dear Mr. Mailbor:

At the request of the community representatives the Centerfield Taxiway Study Meeting has been rescheduled. The new date for our meeting will be November 18, at 10 am. We will be meeting in the Logan Air Traffic Control Tower Conference Room on the 19th floor. I will wait for you outside the Tower building and we can all go up together. Please remember to bring your license or a picture identification.

Thank you, in advance, for your cooperation and continued involvement as a community representative.

I look forward to seeing you on the 18th of November.

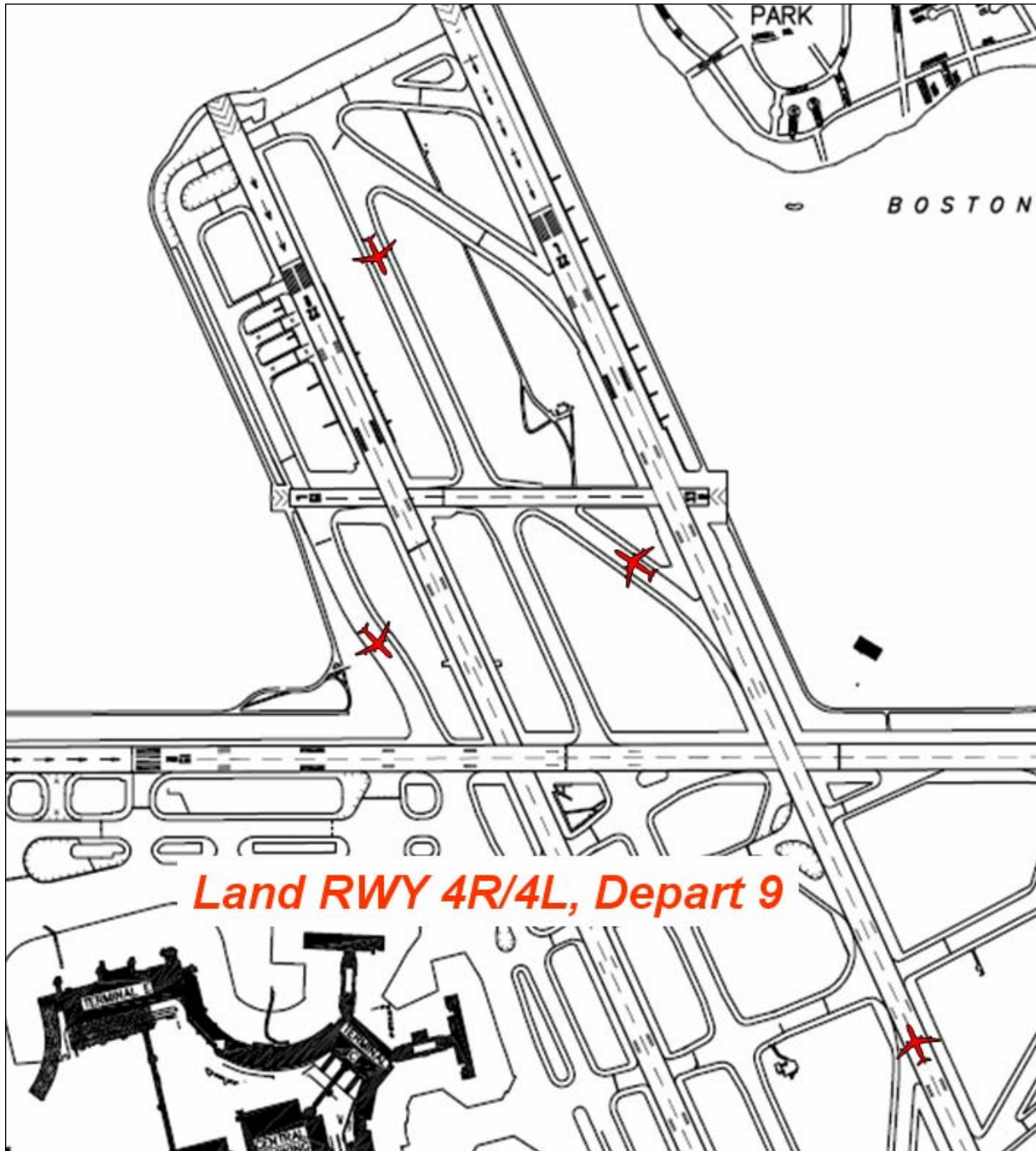
Sincerely,

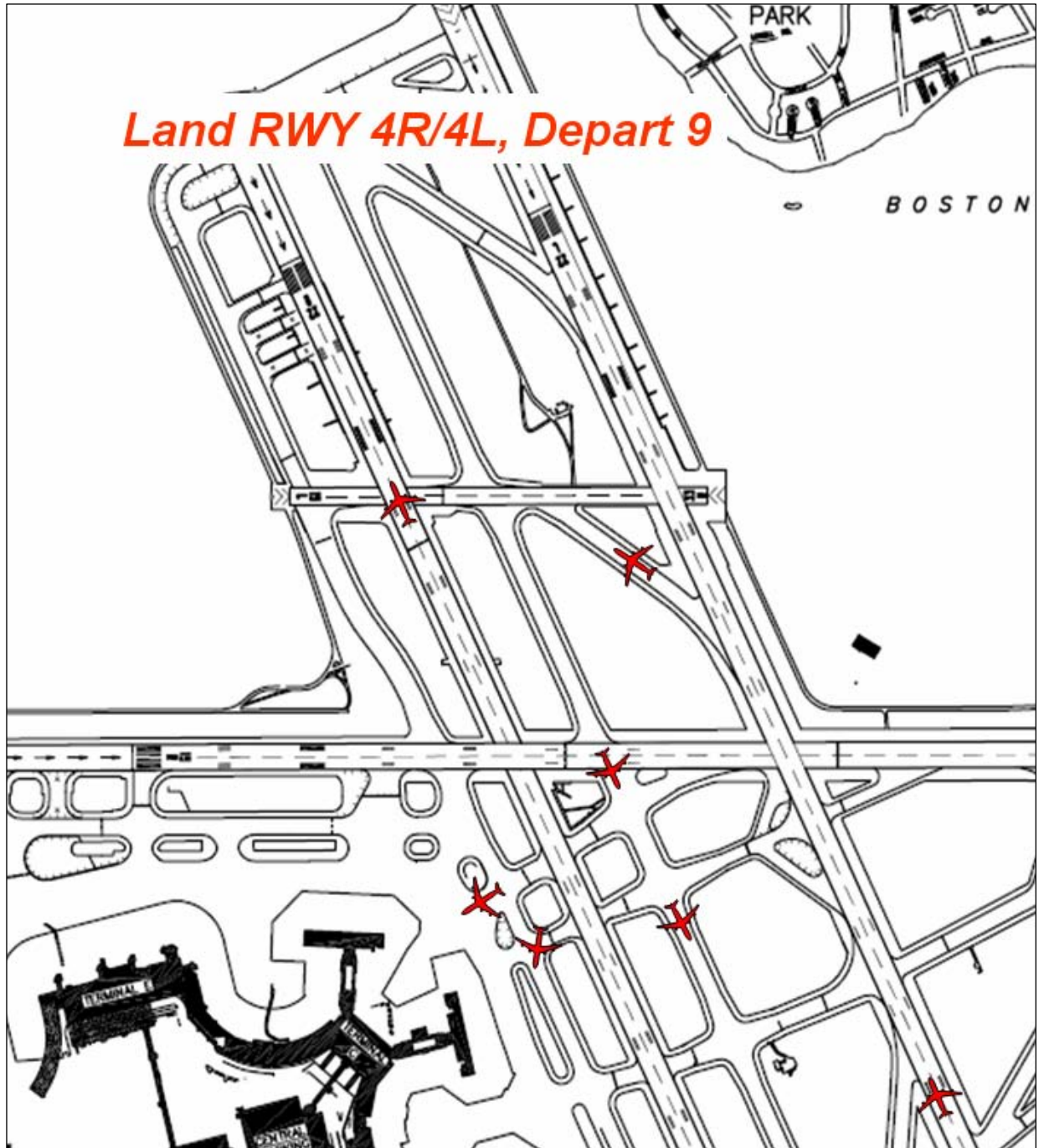
Gail Lattrell
Airport Planner

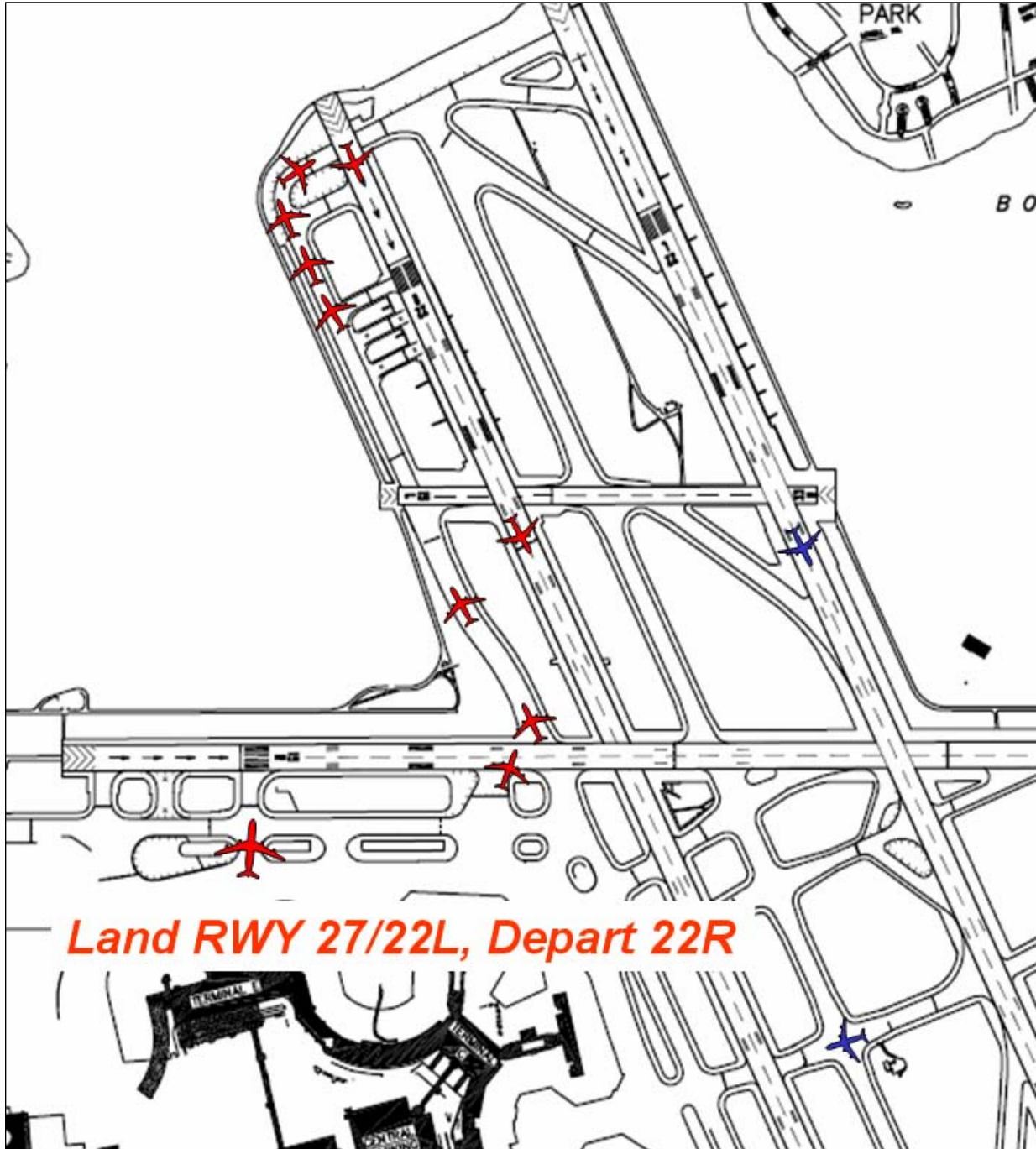
Taxiway Study Mtg

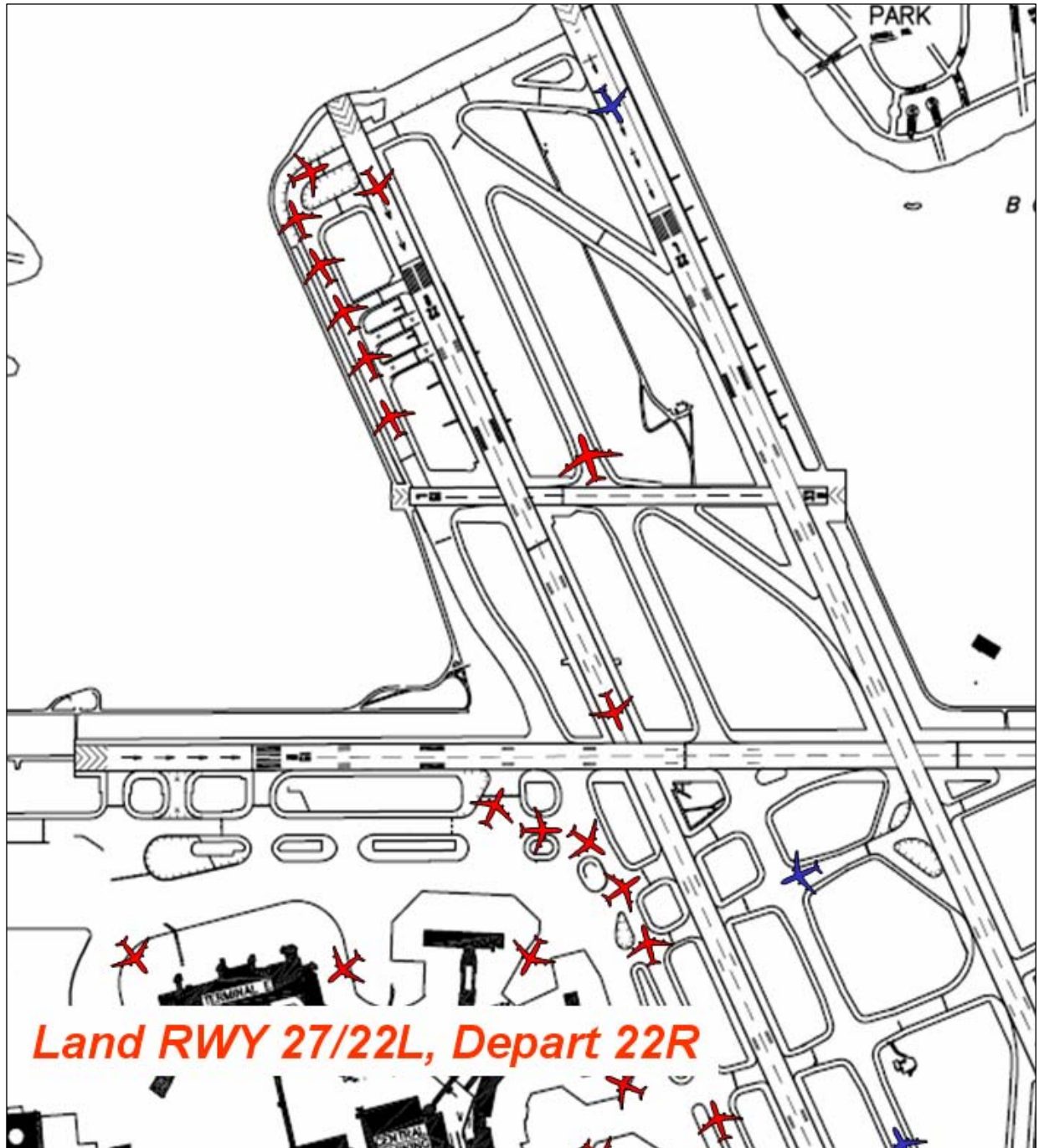
Nov 18 2005

Gail Lathrell	FAA	781 238 7615
Brian Dunser	WFAA/FAA	776
Mike Kenney	KBE	727 778 3766
Christopher Menge	HMMH	281-229-0707
Tom Quinault	BOSTON TOWER	603-594-5505
Bob D'Amico	BTD	617-635-3076
Tom Hardaway	efB	617 569 1818
Harvey Maibor	Winthrop	617-846-9085
Arthur Flavin	Winthrop	617-846-5069
Bettina M. Peranti	FAA-Boston Tower	617-567-6622
John Silva	FAA, AIRPORTS DIVISION	781-238-7602
GARY HURWAGRE	FAA BOSTON TWR	617 561-5756









Gail Lattrell/ANE/FAA
11/28/2005 03:16 PM

To rhh118@comcast.net
cc Gary.hufnagle@FAA.GOV
bcc
Subject taxiway study

Good Afternoon Ron-

Just wanted to get a note out to you to let you know that the minutes of our meeting will be out to you by mid week in draft form for your review, and also to let you know that FAA will be meeting internally this week, on Tuesday to discuss some of the operational taxiway procedures that may be evaluated for environmental benefit.

While this is an internal operational meeting, I will include a summary of that meeting in the package that goes out to you this week. Thank you for attending last weeks meeting. I hope you had a peaceful and enjoyable holiday.

Gail Lattrell



U.S. Department
of Transportation
**Federal Aviation
Administration**

New England Region

12 New England Executive Park
Burlington, Massachusetts 01803

December 21, 2005

This document contains minutes of the Logan Airport Taxiway Reevaluation Meeting held on November 18, 2005. The document also includes notes from the technical study team's follow-up meeting and comments from Michael Kenney.

Final Logan Airport Centerfield/Taxiway November Study Minutes

Date: November 18, 2005

Location: Logan International Airport, Air Traffic Control Tower

Attendance: Gail Lattrell, Gary Hufnagle, Toni Dusseault, Bettina Peronti, John Silva, Christopher Menge, Mike Kenney, Bob D'Amico, Harvey Maibor, Ron Hardaway, Art Flavin, Brian Dumser.

The meeting agenda was 1) to provide an update to community members on the Phase II study scope and the operational characteristics of the Centerfield taxiway, and 2) to hear community members' environmental and other concerns to assist in developing alternative operational procedures that may have environmental benefits. The meeting started at approximately 10:00 AM.

Introductory Comments and Discussion

Ron Hardaway mentioned that the community representatives have had discussions among themselves, and they agreed that they are not pleased with the process of the study, and that they would like the meeting minutes to reflect that they are meeting "under protest." He stated that they have received little feedback or response to suggestions that they have made. He pointed out that all of the suggestions they had made during Phase I had been dismissed. Art Flavin further asked if the taxiway study adheres to all of the requirements of the Secretary of Environmental Affairs. He stated that these included single-engine taxi procedures, consulting with DEP and EPA, and building a baseline of pollution data.

Brian Dumser, a new member of the committee, is the Chair of the Environmental subcommittee of the Airport Hazards Committee of Winthrop. Mr. Dumser stated that he is also a certified industrial hygienist. He supported the comments above of Ron

Federal Aviation Administration, New England Region
Logan Airport Taxiway Reevaluation Meeting held November 18, 2005

Page 2

Hardaway and Art Flavin, and also those of Harvey Maibor stating that the citizens have significant concerns.

Gail Lattrell stated that she would pass on the community members' comments to the appropriate responsible parties. She said however, that she would not have answers for the members on the points and concerns because the study at hand does not directly address those issues. This study did not build a baseline of pollution data, but rather, it is "...assessing potential beneficial operational procedures that would preserve or improve the operational and environmental benefits of the taxiway as shown in the EIS."

John Silva pointed out that MEPA's Section 61 findings apply to the State and Massport, but not to FAA. The Record of Decision (ROD) gives FAA commitments, but there is no obligation for the FAA to implement anything in Section 61. FAA is required to monitor the mitigation commitments of the ROD.

Ron Hardaway expressed concern that he and the other community representatives have not been able to influence communication or commitments on behalf of their communities through the study process.

Art Flavin stated that their concern is safety, air quality and noise, but he acknowledged that Secretary Durand directed the State to conduct the studies, not FAA.

John Silva suggested that the community members could communicate with the MEPA office if they believe that Massport is not implementing the Section 61 findings.

Bob D'Amico asked if the FAA was responsible for implementing and monitoring the single-engine taxi (SET) policy.

Gary Hufnagle stated that they were not.

John Silva said that Massport has had a policy on SET for years, and at one time had an operating letter with the airlines whereby they would conduct SET whenever feasible. While Massport has no authority to enforce such an agreement, at one time there was compliance by airlines.

Ron Hardaway asked if he could request information on the status of that policy, and John suggested he contact Massport for that information.

Bob D'Amico asked if Massport should be present at this meeting.

John Silva stated that the purpose of the meeting is only to discuss the taxiway operations, noise and air quality studies that the FAA is performing.

Gail Lattrell said that FAA would share minutes of the meeting with Massport.

John Silva pointed out that the MEPA office and Massport jointly determined environmental mitigation measures, which became a directive that stated what Massport must do.

Federal Aviation Administration, New England Region
Logan Airport Taxiway Reevaluation Meeting held November 18, 2005

Page 3

Mike Kenney offered that Massport and the FAA are working at a national level on monitoring aircraft air quality emissions, and are providing health scientists with such data. He also said that the FAA is actively conducting research on the health effects of aircraft emissions.

Gary Hufnagle reinforced that the purpose of this meeting is to discuss the FAA's process on potential operational actions that may have environmental benefits. These will be investigated through modeling of operations expected in the year 2010.

Art Flavin quoted Page 24 of the ROD which states that "FAA will conduct [a study]... to assess potential beneficial operational procedures that would preserve or improve the operational and environmental benefits of the Centerfield Taxiway as shown in the EIS." He then asked if the FAA would change operating procedures if they were killing people with pollution.

Bettina Peronti responded that the FAA would definitely change operating procedures if they were in violation of environmental rules or regulations.

Mr. Flavin stated that everything in Action 12 [presented in the Phase I report] is true, but it rejects any air quality monitoring improvements.

Mike Kenney suggested that modeling has been conducted for this study, and it is a reasonable approximation to monitoring.

Brian Dumser pointed out that particulates are not addressed. He suggested that Secretary Durand directed in 1999 that modeling and monitoring be carried out. He stated that effective modeling cannot be performed today because no generation figures for particulates are available. He expressed concern that nothing had been done in five years.

John Silva stated that air quality studies have been done. He also pointed out that what we're studying is what the situation will be in 2010 [when the Centerfield Taxiway construction may be completed], and only modeling, not monitoring, can address future conditions. He further stated that the National Environmental Policy Act requires a comparison of the future conditions with the proposed improvements to the future conditions in the same year without the improvements. Mr. Silva also stated that relative to particulates, there are no Federal EPA standards for particulates in the 2.5 micron range.

Bob D'Amico asked if community members should address Massport with questions about pollution monitoring.

John Silva confirmed that Massport is responsible for all monitoring, and confirmed that FAA has no authority or expertise on monitoring of air quality around airports.

Brian Dumser expressed concern that the difficulty is that there isn't sufficient information to determine how severe the current health effects are.

Federal Aviation Administration, New England Region
Logan Airport Taxiway Reevaluation Meeting held November 18, 2005

Page 4

Bob D'Amico also asked if Massport was the responsible party to ask about single-engine taxi policy.

Bettina Peronti confirmed that Massport would be the best contact.

Bob D'Amico asked why the hold short line on Taxiway November was removed. Massport removed the non-standard hold line after discussions with FAA's Runway Safety Office and FAA Airports Inspectors emphasized the importance of standard markings on the airfield to minimize pilot confusion in aircraft movement areas.

Presentation on Operations associated with the Centerfield Taxiway

Gary Hufnagle gave a brief progress report on the study, stating that the operational modeling of the base case for the Centerfield taxiway in the year 2010 was nearly complete. He stated that alternative operational procedures would be considered and developed after the present meeting. He said that the noise and air quality analyses are ongoing.

Mr. Hufnagle then gave a Powerpoint presentation on the expected aircraft operations that would be affected and benefited by the proposed Centerfield taxiway.

Arrivals on Runways 4L and 4R were discussed first. Gary showed how aircraft would be able to land continuously on both runways, with the arrivals on 4R using the Centerfield taxiway to return immediately to the gate areas, without having to hold and wait for clearance to cross Runway 4L to get to Taxiway November. He said this improves the efficiency of operations, and will reduce aircraft hold time at the northern end of the airport. He said even widebody aircraft will have sufficient clearance to land on either runway while others taxi on the Centerfield Taxiway.

Bob D'Amico asked if many jets were landing on 4L, and Gary responded that more regional jets were using that runway now. Gary pointed out that they do not depart jets on 4L, or land jets on 22R.

Bob asked if the Centerfield taxiway is necessary, given there are not many arrivals on 4L, which suggests crossing that runway should present much delay. Gary replied that it should make a significant difference.

Mr. Hufnagle then presented information on the operational use of the Centerfield taxiway for departures. One of the main features is that heavy aircraft that would need to depart on 22L will not have to wait in the Taxiway November queue, but will be able to taxi to the runway end on the Centerfield taxiway. He said that this would reduce the amount of time such aircraft are holding at the northern end of the airport.

Ron Hardaway asked if they do not currently taxi heavy aircraft up Runway 4L instead of Taxiway November.

Both Gary Hufnagle and Bettina Peronti stated that this is not normally done.

Bob D'Amico stated that he feared that pilots would request to use 22L for departure to avoid the queue and wait on Taxiway November, even though they may not need the

Federal Aviation Administration, New England Region
Logan Airport Taxiway Reevaluation Meeting held November 18, 2005

Page 5

extra length of the runway. This would increase queuing on the Centerfield taxiway, closer to Winthrop.

Bettina Peronti said that this strategy would not necessarily be successful, since 22L is often used for arrivals while 22R is being used for departures, and the controllers must construct a "hole" in the stream of arriving aircraft to allow for a departure on the same runway.

Follow-up, Study Progress and Late Discussion

Gail Lattrell stated that the team was having an internal meeting on November 29 to discuss the study and any operational procedures that may be evaluated for environmental benefits.

Ron Hardaway asked to be permitted to attend the meeting, but that he wouldn't speak.

Gail said that the meeting was internal to the study team only, and it would not be possible to include community members. However she said that she would share the conclusions of the meeting with the community representatives.

Art Flavin said that one of his primary concerns was that the additional taxiway provided an opportunity for an even greater number of queued aircraft at the north end of the airport, thereby increasing the number of total minutes of aircraft idling and the associated air emissions and noise. "If you double the number of planes, you double the number of minutes stated that the Centerfield taxiway will be increasing operational efficiency, so therefore the number of minutes should be reduced.

Art Flavin stated further that the ground controllers cannot be told not to "load up" both taxiways with queued aircraft, and he asked that a limit should be imposed on the maximum number of aircraft that can be queued on both November and Centerfield taxiways.

Gary stated that loading up both taxiways would not be advantageous operationally. He explained how controllers decide when to release aircraft from the gate areas to proceed to the taxiways based on the demand and existing queue lengths. He pointed out that long queues are an operational disadvantage, because they limit the controllers' options if something changes about the departure status of an aircraft in the queue.

Ron Hardaway acknowledged that Gary had made his points clear, but that he was still unhappy about the project.

Gail stated that she would plan to get the meeting minutes out to community members soon.

Ron Hardaway asked for a written response to his request to attend the internal meeting.

Bob D'Amico asked about becoming involved in the runway use monitoring agreement (PRAS). It was agreed that he should contact Jim Hunt, of the Boston Environmental Services Department.

The meeting adjourned at approximately 12:00 noon.

Follow up to the Taxiway Study Meeting on November 18, 2005

Notes on the November 29 Taxiway Technical Team Progress

This section documents the results and actions that came about during the meeting held on November 29, 2005 among the Logan Centerfield Taxiway study team. Present at the meeting were Gail Lattrell of FAA, Ralph Nicosia-Rusin of FAA, Gary Hufnagle of FAA, Flavio Leo of Massport, Christopher Menge, Doug Barrett and Brad Nicholas (by telephone) of HMMH, and Chris Oswald and Jorge Rodriguez of Leigh Fisher Associates.

One purpose of the meeting was to review and discuss taxi operations modeling for the north end of the airport utilizing the Centerfield Taxiway when runways 22L and 22R are being used for departures. Another purpose was to discuss the community concerns raised at the November 18, 2005 meeting and to determine if potential beneficial operational procedures could be identified that would preserve or improve the operational and environmental benefits of the Centerfield Taxiway as shown in the EIS. Those procedures would be evaluated during the study's Phase II taxi operations modeling.

Leigh Fisher Associates and Gary Hufnagle have developed a taxiway use modeling approach for the north end of the airport which is considered to be the "base case." This modeling approach not only maximizes operational efficiency by design, but produces minimal change to taxi operations that would be experienced by the surrounding community.

An alternative to the "base case" was identified for study that would target a concern expressed at the November 18, 2005 meeting, over the potential for both November and the Centerfield Taxiways being "loaded up" with queued aircraft waiting to depart runways 22L and 22R. This alternative, now called the "Balanced" alternative, would have aircraft queued on both taxiways nearly equally, rather than all aircraft bound for departure on 22R queued on taxiway November, as in the Base case. This "Balanced" alternative is seen as a way to "bookend" the potential environmental impacts of alternative queuing scenarios as well as directly addressing a noted community concern. The taxiway study team believes that by studying these two modeling approaches, the full range of potential noise and air quality impacts will be addressed.

The project schedule was discussed at the end of the meeting. Operational modeling is expected to be completed by mid-December. The noise and air quality modeling should be completed by mid-January, and the draft report for internal review is expected to be completed by the middle of February 2006.

Additional notes/follow-up from KB Environmental Sciences' Mike Kenney, QEP, CHMM, CIH


"Emissions of particulate matter (PM) were addressed as part of the Logan EIR for all airport sources (i.e. aircraft, ground support equipment (GSE), motor vehicles and stationary sources). Although somewhat limited, aircraft PM were based on the best available information and data that were available at the time. This included PM emission

Federal Aviation Administration, New England Region
Logan Airport Taxiway Reevaluation Meeting held November 18, 2005

Page 7

factors for many, but not all, of the aircraft at Logan. Presently, the FAA, NASA and others are conducting tests to measure PM from aircraft engines and the initial results are expected to be published over the next year or two.

It may also be instructive to note that the EIR reported on air quality monitoring data collected by the Department of Environmental Protection (DEP) in East Boston. These data revealed that there were no violations of the National Ambient Air Quality Standards (NAAQS) for PM in this area. An extensive air monitoring program is now underway in the vicinity of T.F. Green Airport (PVD) located in nearby Warwick, Rhode Island. Conducted by the RI Department of Environmental Management, this study is designed to evaluate PM levels in the vicinity of PVD and should be helpful in the further evaluation of conditions near other airports, including Logan.”

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 9:35 AM	DATE March 3, 2006
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
Art Flavin of Winthrop (member of taxiway group)		SYMBOL	INITIALS
SUBJECT Letter on its way to me regarding participation in study from Town of Winthrop Noise, Air Pollution and Air Hazards Committee			
DIGEST			
<p>Art called to let me know that it would be receiving a letter from the Town of Winthrop and more specifically from the committee in town representing Noise, Air Pollution and Air Hazards, of which he is a member.</p> <p>He wanted to say [quote:] "I had absolutely nothing to do with the letter - if you want to discuss it, you have my email and you can reach me at 1-617-846-5069."</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
it responded to the letter and no other follow up -			
DATE 4-6-06	TITLE Airport Planner	SIGNATURE 	


FAA Form 1360-33 (4-75) FORMERLY FAA FORM 1522

U.S. GOVERNMENT PRINTING OFFICE: 1987-561-312



rhh118@comcast.net
03/16/2006 04:48 PM

To Gail Lattrell/ANE/FAA@FAA
brian.dumser@umb.edu (brian dumser),
cc arlflavin@comcast.net (arl flavin), harvey@jenfayme.com
(harvey malbor), bob.d'amico@ci.boston.ma.us (bob
bcc
Subject Revised/Final minutes of 11-18-05 CFT mtg.

History:  This message has been replied to.

MS Lattrell:

Gail, haven't heard from you for a while...

I understand that Harvey sent you our collective comments so your minutes could be finalized
[Centerfield Taxiway Evaluation meeting of 11-18].

Could you tell me if they have been sent and what is the schedule for the next meeting?

Thank you,

Ron Hardaway

Gail Lattrell/ANE/FAA
ANE-610, Planning & Program
03/17/2006 02:45 PM

To rhh118@comcast.net
artflavin@comcast.net (art flavin),
cc bob.d'amico@ci.boston.ma.us (bob d'amico),
brian.dumser@umb.edu (brian dumser),
bcc
Subject Re: Revised/Final minutes of 11-18-05 CFT mtg. [📎]

Hello Ron,

Attached are the final meeting minutes. They went out to the group in December. We will be reconvening soon, the consultants are putting their documents together now and should have something within the next several weeks to share with us. Thank you Ron




Final November 18 2005 TaxiwayStudy.doc

Sincerely,

Gail Lattrell

rhh118@comcast.net

Gail Lattrell//ANE/FAA
ANE-610, Planning & Program
03/23/2006 11:46 AM

To "Round, Margaret (DPH)" <Margaret.Round@state.ma.us>
cc ileo@massport.com
bcc
Subject Re: inquiry 

Good Morning Margaret,

The Taxiway has not been approved, its approval was deferred in the 2002 ROD pending an Environmental Reevaluation prepared by the FAA. The Reevaluation will be based on the study currently underway consistent with the ROD. We expect the study to be completed this spring and it will be followed by the FAA Reevaluation to determine approval status. I have been involved with the study and can give you more information if you need it.

Thanks

Gail L.
"Round, Margaret (DPH)" <Margaret.Round@state.ma.us>



"Round, Margaret (DPH)"
<Margaret.Round@state.ma.us>
03/22/2006 01:47 PM

To Gail Lattrell//ANE/FAA@FAA
cc
Subject inquiry

Hi Gail - I just left you a message. I met you briefly at the 2005 aviation noise and air quality conference in Palm Springs. I am the project coordinator for the Logan Airport Health Study. The study was requested by the Massachusetts Legislature. I am trying to find out about the status of the FAA study to evaluate the "potential beneficial operational procedures that will preserve or improve the operational and environmental benefits of the Centerfield Taxiway." According to the 2002 ROD, the decision to approve the taxiway was apparently deferred because of community concerns. It is our understanding from discussion with Massport that the taxiway has been approved. Massport is proposing to conduct air quality monitoring as required under the EOECA 2001 Certificate. Would you please let me know the status of this study and where I can get information related to this specific issue? If you are not the person involved in this work, would you please forward this to someone who is?

Thank you, Regards,

Margaret

Margaret M. Round
Environmental Analyst
Massachusetts Department of Public Health
Center for Environmental Health/
Environmental Toxicology Program
250 Washington Street, 7th floor
Boston, Massachusetts 02108
617-624-5757



U.S. Department
of Transportation
Federal Aviation
Administration

Federal Aviation Administration
New England Region

12 New England Executive Park
Burlington, MA 01803

March 27, 2006

Mr. Ron Hardaway
18 Bayswater St.
East Boston, MA 02128

Dear Mr. Hardaway:

We hope you are available to join us on the 19th Floor of the Logan Air Traffic Control Tower on May 18 at 10:00 am, to discuss the results of the summary report on the Taxiway November/Centerfield Taxiway analysis.

We would like to first share the results with you, and subsequently make the final document available to the public. The final report will provide additional information required for FAA to produce a final written environmental Reevaluation regarding the centerfield taxiway construction.

Should any of you have a conflict with the 18th of May, please advise so that I can work to reschedule to a time more convenient for the group. I look forward to confirming both your parking at the control tower lot and your attendance on May 18.

Thank you all.

Sincerely,

Gail Lattrell
Community Planner

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U.S. Department
of Transportation
Federal Aviation
Administration

Federal Aviation Administration
New England Region

12 New England Executive Park
Burlington, MA 01803

March 30, 2006

Mr. Jerome E. Falbo
Vice Chairman
Town of Winthrop
Noise, Air Pollution and Airport Hazards Committee
80 Jefferson Street
Winthrop, MA 02152

Dear Mr. Falbo:

Thank you for your letter of February 28, 2006, regarding the Centerfield Taxiway Environmental Reevaluation. Our commitment in the 2002 Record of Decision for Logan Airside Planning Improvements was to meet with representatives from the neighborhoods adjacent to the northern portion of the airfield to solicit their concerns as we analyze taxiway operations to assess potentially beneficial operational procedures that would preserve or improve the operational or environmental benefits of the centerfield taxiway as shown in the EIS.

In September 2002, to facilitate our dialogue with the residents, we asked both Mayor Menino of Boston and then First Selectwoman Turner of Winthrop to appoint three citizens from the communities specified in the Record of Decision to represent their neighborhoods.

The study has taken more time than originally envisioned. Initially, the FAA was leading the study with the help of the Mitre/CAASD research team, already under a national contract. Subsequent to meetings that included representatives from East Boston (Bayswater and Constitution Beach) and Winthrop (Court Road), the FAA retained the consultant services of subject matter experts in noise and air quality to supplement the air traffic/airspace consultant.

The concerns/suggestions raised by the community representatives were evaluated utilizing air traffic control safety and efficiency screening criteria and broken into two phases. Phase 1 dealt specifically with evaluation of the existing November taxiway structure, while Phase 2 evaluated future taxi flow of both November and the Centerfield taxiway as shown in the FEIS.

It is our intention to reconvene with the community representatives soon to discuss the draft final report, once the consultants have completed their analysis. This meeting will afford these representatives, once again, an opportunity to discuss their concerns.

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You asked several questions regarding the 2002 Record of Decision. I have answered each one by like-numbered paragraphs.

1. The environmental evaluation conducted of present and future taxi operations, including the construction of a centerfield taxiway, was accomplished by and in accordance with the 2002 Final Environmental Impact Statement and Record of Decision.
2. The FAA and its consultants have conducted a study to include noise, air quality and visual impacts of taxiway November as well as the proposed centerfield taxiway.
3. The FAA has not entered into any 'plan' with Massport regarding this study.
4. The FAA has corresponded with and met on several occasions, with the locally appointed community representatives to identify their concerns and to solicit potentially beneficial operational procedures for Taxiway November and the Centerfield Taxiway.
5. The FAA has identified candidate actions that have been analyzed as part of this process. As your Winthrop representatives can attest, there were minimal concerns/suggestions analyzed that promised environmental benefit in the Phase 1, Taxiway November analysis.
6. Field studies were conducted for this analysis by our noise consultants. Our intent was to validate methods used to project the noise of aircraft in the queue on Taxiway November. While the air quality consultant conducted field visits in the spring of 2005, actual air quality monitoring was not conducted for this study. The summary of evaluation findings did not warrant additional field studies or modeling. Results were shared at the meeting in May 2005.
7. The FAA will consider the taxiway study and other appropriate documentation when preparing the written Reevaluation and prior to making any determination.
8. The input received from community representatives is part of the analysis and will be shared in its entirety, along with the analysis of each individual consideration and its conclusions upon completion of the study.
9. The FAA has evaluated potentially beneficial operational procedures as they relate to the taxiway operations in the northern portion of the airfield. Any discussion during meetings that would be more appropriately directed to the airport proprietor was shared with Massport.

Neighborhood representatives for Winthrop on this additional taxiway evaluation have been vocal, articulate and invaluable in their participation and contribution. The people of Winthrop are well served through their representation who share a collective passion for fairness and candor. Further, they have provided status updates to the Winthrop Board of Selectmen. We will continue to meet with these neighborhood representatives during this taxiway evaluation.

3

We will, as intended, share the document with the established neighborhood representatives. The final report and subsequent environmental Reevaluation will, of course, be made available to the public, and will further answer many of your questions in detail. Please do not hesitate to call.

Sincerely,

Gail Lattrell
Planner

Cc: Mr. Art Flavin, Winthrop
Mr. Harvey Maibor, Winthrop
Mr. Brian Dumser, Winthrop
Mr. Bob D'Amico, Boston
Mr. Ron Hardaway, Boston
Mr. Ed Patten, Boston
Ms. Fran Rowan, Boston



**TOWN OF WINTHROP
TOWN COUNCIL**
Town Hall
1 Metcalf Square
Winthrop, Massachusetts 02152

President:
Thomas E. Reilly

Vice President
Russell C. Sanford
Precinct 5:

Councilors-at-Large:
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Philip R. Boncore

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Richard D. Gill

Precinct 2:
James Letterie

Precinct 3:
Nicholas A. DelVento

Precinct 4:
Jenne L. Maggio

Precinct 6:
Linda J. Calla
Susan J. Duplin
Clerk of the Council

April 4, 2006

Mr. John Silva
Manager, Environmental Programs
Federal Aviation Administration
12 New England Executive Park
Burlington, MA 01803

Dear Mr. Silva:

The Town of Winthrop has learned that the Massport Board of Directors has voted to accelerate the construction of the proposed Centerfield Taxiway at Logan Airport. At a recent meeting, the Town Council voted to notify Massport, the Federal Aviation Administration and the Massachusetts Secretary of Environmental Affairs that we oppose this project because of its potential to negatively impact Winthrop with increased aircraft noise and air pollution.

We are very concerned that the accelerated construction may not include adequate adherence with the environmental mandates for the project. These include the June 5, 2001 Certificate of the Secretary of Environmental Affairs on the Environmental Impact Report and the subsequent Record of Decision dated August 2, 2002. We are unaware of any public participation or information being provided regarding the impacts on Winthrop. Therefore, we request that you provide us with information on the specific status of any permits and reviews necessary to meet the environmental requirements of this project.

Thank you for your assistance.

Sincerely,


Thomas E. Reilly
Council President

APR 06 2006



"Harvey"
<harvey@jenfayme.com>
04/13/2006 01:48 PM

To Gail Lattrell/ANE/FAA@FAA
<artflavin@comcast.net>, <Bob.D'Amico@ci.boston.ma.us>,
cc <brian.dumser@umb.edu>, <harvey@jenfayme.com>,
"Holloway, Ron" <rh118@comcast.net>
bcc
Subject Meeting May 18

History:  This message has been replied to.

Hello Gail:

Reference your letter dated March 27, 2006 (just received today, 04/13/06), regarding scheduling a meeting of the Taxiway Committee on May 18, 2006 to "discuss the results of the summary report on the Taxiway November/Centerfield Taxiway analysis."

What summary report, what results; did I miss something during the past few months? Before I can commit to a meeting for this purpose, I need a copy of whatever report (with all supporting documentation) you plan to discuss in sufficient time to thoroughly review it so as to be properly prepared to discuss it. This is especially necessary in view of your later statement to the effect "subsequently make the final document available to the public." This leads me to conclude that the proposed meeting will probably be our last meeting and therefore any subsequent documentation released as the work of the committee will be done without further committee input and agreement.

I look forward to receiving the requested materials.

Thanks Gail for your continued assistance in this important matter.

Harvey A. Maibor

New England Region
Airports Division
16 New England Executive Pk
Burlington, MA 01803
T 781 238 7615
F 781 238 7608
E gail.lattrell@faa.gov

rhhl18@comcast.net
t

05/02/2006 04:59
PM

Gail Lattrell/ANE/FAA@FAA

To

cc

brian.dumser@umb.edu (brian
dumser), artflavin@comcast.net (art
flavin), harvey@jenfayme.com
(harvey maibor),
bob.d'amico@ci.boston.ma.us (bob
d'amico)

Subject

FAA's request for May 18 mtg.

Ms Lattrell:

Your invitation letter for the next meeting, indicates you want, "...to share the results and subsequently make the final document available to the public...". How can this be FINAL unless you have volumes of new material to present to us? Am I to understand, the FAA has beneficial operational procedures that will preserve and improve the operational and environmental benefits of a centerfield taxiway, as shown in the EIS?

As you know from the messages from Messrs. Flavin and Maibor, we are expecting clarification of content on the HMMH report that you indicated was due the end of April, before we agree to meet.

At our last meeting on November 18th, the committee collectively and individually, formally stated we were MEETING UNDER PROTEST because our elevated community concerns had been dismissed. Items were omitted from the meeting reports, which were not minutes of each item discussed. Other items were rejected due to the required time element and/or the added expense as perceived by the FAA. If no other reason could be found for rejecting our suggestions, they were tossed in the bottomless pit, labeled, "Conflicting with MASSPORT PROCEDURE".

For these reasons, I want to be specifically sure that we concur with the agenda, one week before the next meeting, to provide the community representatives preparation time to respond, if warranted, to what is presented. In the past, your consultants and staff have spent a lot of time and money on complex presentations, for example of what is going to happen in ten years, instead of addressing immediate problems.

I hope the FAA has some solid recommendations for the neighborhood's sake.
I look forward to your prompt reply.

Sincerely,
Ron Hardaway

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confidential, legally
privileged and/or exempt from disclosure pursuant to Massachusetts
law. It is intended
solely for the addressee. If you received this in error, please
contact the sender and
delete the material from any computer.



"Art Flavin"
<artflavin@comcast.net>
05/04/2006 07:57 PM

To: Gail Lattrell/ANE/FAA@FAA
cc
bcc
Subject: Fw: Purpose of next meeting

History: This message has been replied to.

Hi, Gail
Since it's nearly two weeks since I sent the original, I thought a reminder would be in order.
Thanks

----- Original Message -----

From: Art Flavin
To: Gail Lattrell
Cc: brian dumser ; Ron Hardaway ; Harvey Maibor ; Bob D'Amico
Sent: Friday, April 21, 2006 5:50 PM
Subject: Purpose of next meeting

Gail, I need some clarification about the May 18, 2006 meeting:

1. Will the FAA present its Final Report at this meeting, or a preliminary report, subject to modification?
2. Will the Community members of the Tway Committee have an opportunity to respond to this report:
 - a. At this meeting?
 - b. At a subsequent meeting?
 - c. How will the Community responses be recorded?
3. How will the responses of the Community Members be included in the report?
4. If this is the last meeting, in what way do we get our feedback into the final report?
5. Or, do you plan on making a one-sided report, without acknowledgement of the Community responses?

Thanks



rh118@comcast.net
05/08/2006 01:50 PM

To: Gail Lattrell//ANE/FAA/FAA
cc:
bcc:
Subject: FW: Proposed TAXIWAY EVALUATION/FAA Mtg 05-18-06

----- Forwarded Message: -----

From: rh118@comcast.net
To: gail.lattrell@faa.gov (gail lattrell)
Cc: brian.dumser@umb.edu (brian dumser), artflavin@comcast.net (art flavin),
harvey@jenfayme.com (harvey maibor), bob.d'amico@ci.boston.ma.us (bob d'amico)
Subject: Proposed TAXIWAY EVALUATION/FAA Mtg 05-18-06
Date: Mon, 08 May 2006 17:43:42 +0000
Ms Lattrell - FAA

Gail:

Your request for a 05-18 meeting raised many questions. Harvey, Art & I sent you our comments and requests for additional information, but I have not seen any reply. Can you please give us a BRIEF indication of your reply, so we may plan our immediate schedule?

Thank you...Ron Hardaway



"D'Amico, Bob"
<Bob.D'Amico@cityofboston.gov>
05/09/2006 01:09 PM

To Gail Lattrell/ANE/FAA/FAA, <rh118@comcast.net>
"art flavin" <artflavin@comcast.net>, "brian dumser"
cc <brian.dumser@umb.edu>, "harvey maibor"
<harvey@jenfayme.com>
bcc
Subject RE: FAA's request for May 18 mtg.

Gail,

I have a meeting with Massport on their runway extension proposal on the 18th of May at 10:00 AM in City Hall. Could you re-schedule this meeting?

Bob D'Amico

-----Original Message-----

From: gail.lattrell@faa.gov [mailto:gail.lattrell@faa.gov]
Sent: Tuesday, May 09, 2006 10:00 AM
To: rh118@comcast.net
Cc: art flavin; D'Amico, Bob; brian dumser; harvey maibor
Subject: Re: FAA's request for May 18 mtg.

Hello all,

We look forward, as always to seeing you at the meeting on the 18th of May. What we intend to accomplish is to share a power point presentation of the results of the consultants analysis and modeling for Phase 2 of the study. We will then invite your thoughts and comments on the work and subsequently have the consultant complete the written report for us. Next, we will share the final document with each of you and the report will assist FAA in writing an environmental reevaluation. The reevaluation will be followed by a Record of Decision for the Centerfield Taxiway Project. We will go over the timeline and all the steps along the way at the meeting as well in greater detail...Again, I will need to get your license plate information and car type in order to get parking squared away for you. The new access to the parking garage is as follows:

From the lower level (Arrivals) Inbound Road, take the first left exit to "Parking" and "Airport Exit". After the turn off to Central Parking, take the next right to enter the Tower Lot. Proceed to the gate and ring the buzzer.

Thank you for your continued participation and assistance....See you on the 18th of May at 10 am, at the base of the air traffic control tower at Logan.

Sincerely,

Gail

Gail Lattrell

Gail Lattrell/ANE/FAA
ANE-610, Planning & Program
05/09/2006 10:00 AM

To rhh118@comcast.net
artflavin@comcast.net (art flavin),
cc bob.d'amico@ci.boston.ma.us (bob d'amico),
brian.dumser@umb.edu (brian dumser),
bcc
Subject Re: FAA's request for May 18 mtg. □

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Sincerely,

Gail

Gail Lattrell
New England Region
Airports Division
16 New England Executive Pk
Burlington, MA 01803
T 781 238 7615
F 781 238 7608
E gail.lattrell@faa.gov
rhh118@comcast.net



rhh118@comcast.net
05/02/2006 04:59 PM

To Gail Lattrell/ANE/FAA@FAA
brian.dumser@umb.edu (brian dumser),
artflavin@comcast.net (art flavin), harvey@jenfayme.com
cc (harvey maibor), bob.d'amico@ci.boston.ma.us (bob
d'amico)
Subject FAA's request for May 18 mtg.

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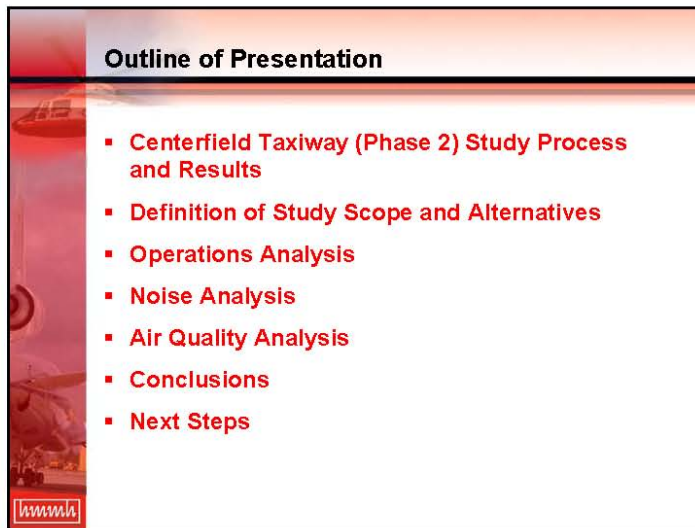
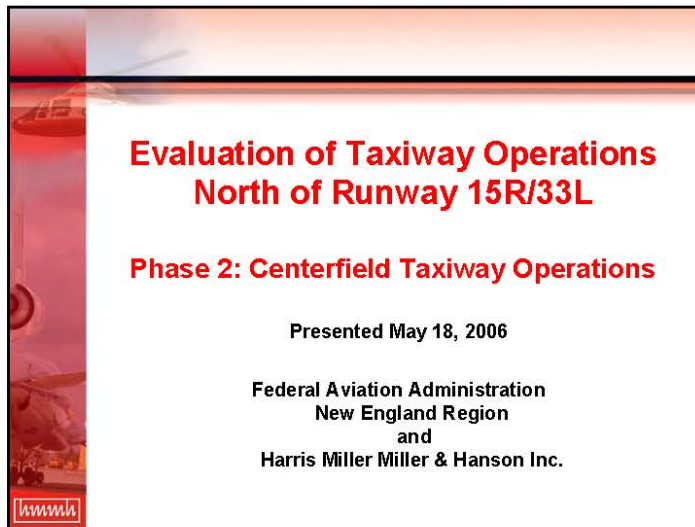
I hope the FAA has some solid recommendations for the neighborhood's sake. I look forward to your prompt reply.

Sincerely,
Ron Hardaway

05/26/2006 09:18 101230/000 FAA AIRPORTS PAGE 02/02

Logan Taxiway Study May 18, 2006

Gail Lattrell	FAA	781-238-7615
Stanley J. Gibas	Winthrop	617-846-9085
Bob Flaxum	"	617-846-5049
Christopher Menge	HMMH	781-229-0707
BOB D'AMICO	BTD	617-635-3076
FRAN ROWAN	EAST BOSTON	617-567-1730
BERTINA PERONTI	FAA	617-455-3170
GARY HUFNAGLE	FAA	617-455-3143



Phase 2 Study

- **Origin: August 2002 ROD for Logan Airside Improvements Planning Project deferred decision on approval of the Centerfield Taxiway pending results of an additional, two-phase evaluation of taxiway operations in the northern portion of the airfield**
- **ROD states that the additional evaluation “assess potential beneficial operational procedures that would preserve or improve the operational and environmental benefits of the Centerfield Taxiway as shown in the EIS”**

Phase 2 Study Scope

- **November 18, 2005 meeting with community representatives to**
 - Review Phase 2 study scope
 - Review operational characteristics of Centerfield Taxiway
 - Solicit community concerns

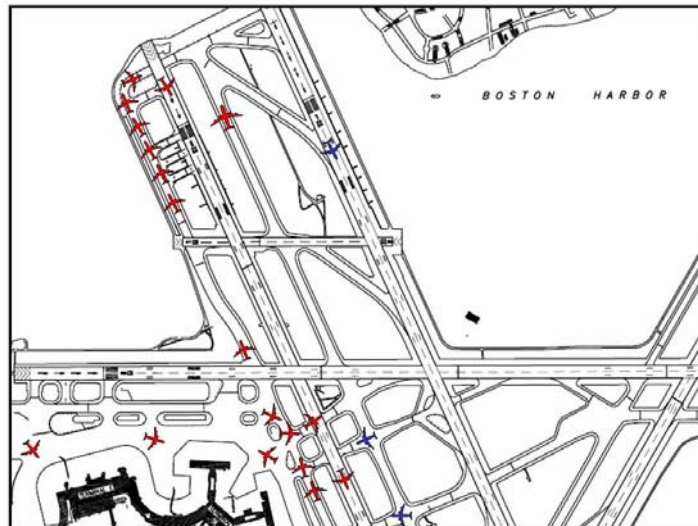

Review Operational Characteristics

- **North flow – Arrivals on Runways 4L and 4R**
 - Centerfield taxiway significantly increases safety and efficiency (FEIS)
 - Aircraft return to terminal area more quickly
 - Particularly for arrivals on Runway 4R
- **Schematic from November 2005 presentation**



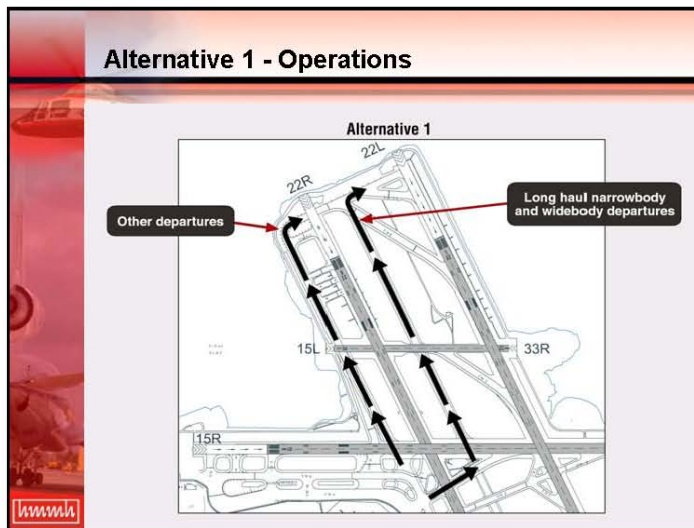
Review Operational Characteristics

- **Southwest Flow – Departures on Runways 22R and 22L**
 - Centerfield taxiway significantly increases safety and efficiency (FEIS), majority outside taxiway study area
 - Aircraft departing Runway 22R normally use November Taxiway
 - Aircraft departing Runway 22L normally use Centerfield Taxiway
- **Schematic from November 2005 presentation**



Phase 2 Study Scope

- **North flow – obvious increase to safety, efficiency and reduced queue time. No need to model north flow in study**
- **Southwest flow “brackets”**
 - Alternative 1 – model use of taxiways to potentially maximize departure queue efficiency & minimize departure queue time
 - November to R/W 22R, Centerfield to R/W 22L

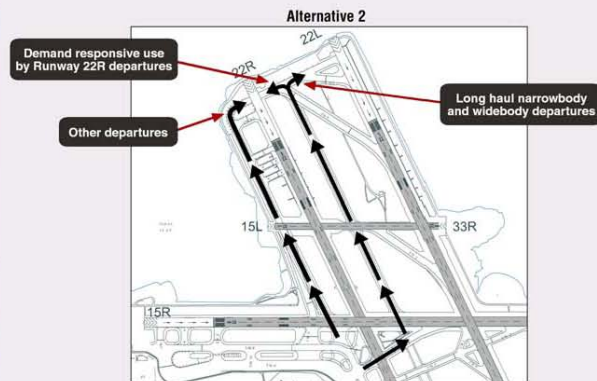


Phase 2 Study Scope

▪ Southwest flow “brackets”

- Alternative 2 (community representative concerns raised over additional departure queuing on Centerfield Taxiway) - model use of taxiways to potentially balance departure queues on November and Centerfield Taxiways
 - November to R/W 22R, Centerfield to R/W 22L & 22R

Alternative 2 - Operations

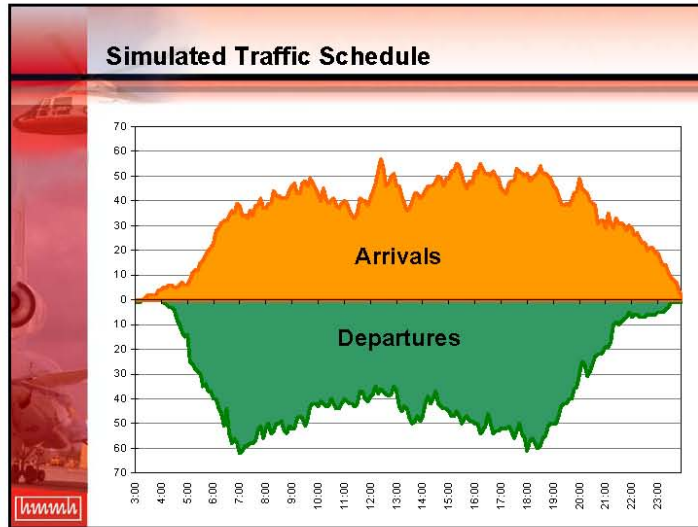


Phase 2 Study Scope

- **Southwest flow – evaluate Alternatives 1 and 2**
 - Operations – model and compute total taxi and queue times for a “high-activity” day in 2010 from FAA’s Terminal Area Forecast – forecasted 1,503 flights
 - Total Airspace and Airport Modeler (TAAM) - simulation tool used to produce taxi/queue and departure/arrival times for modeling Runways 22R and 22L in continuous use for departure on selected “high-activity” day
 - Noise analysis of both alternatives at four community noise monitor sites
 - Air quality analysis – total emissions inventory

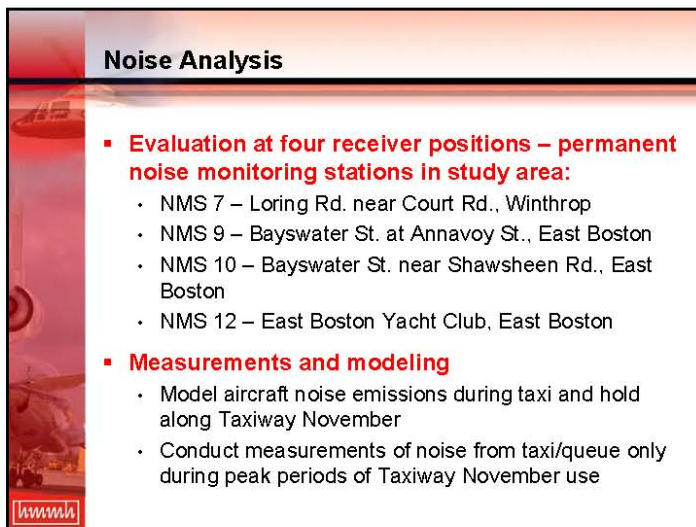
Simulated 2010 Aircraft Activity Levels

Aircraft Group	2010 Operations (TAF)	
	Annual	“High-Activity Day” TAAM traffic
Air carrier	246,909	776
Air taxi/Commuter (incl. regional jets)	191,326	600
General aviation/Military	40,417	127
Total	478,652	1,503



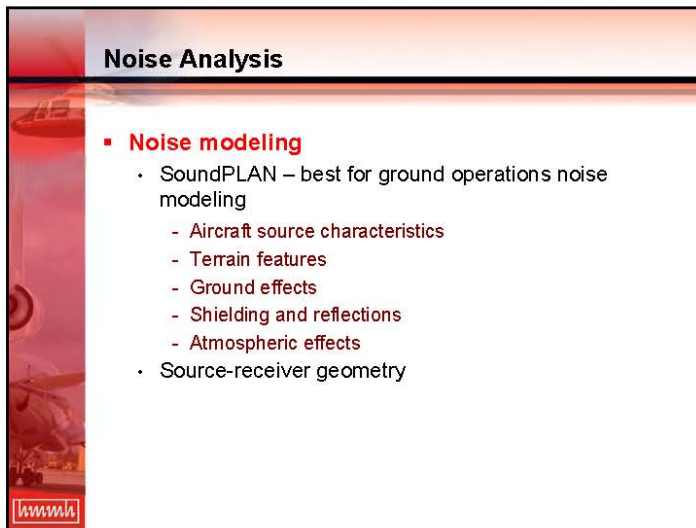
Total 24-hour Departure Taxi/Queue Time

Location	Period	Total Taxi/Queue Time (minutes)	
		Alternative 1	Alternative 2
North of Runway 15L	Day	4,054	5,496
	Night	151	151
	Subtotal	4,205	5,647
South of Runway 15L	Day	1,296	800
	Night	81	81
	Subtotal	1,377	881
Total		5,582	6,528



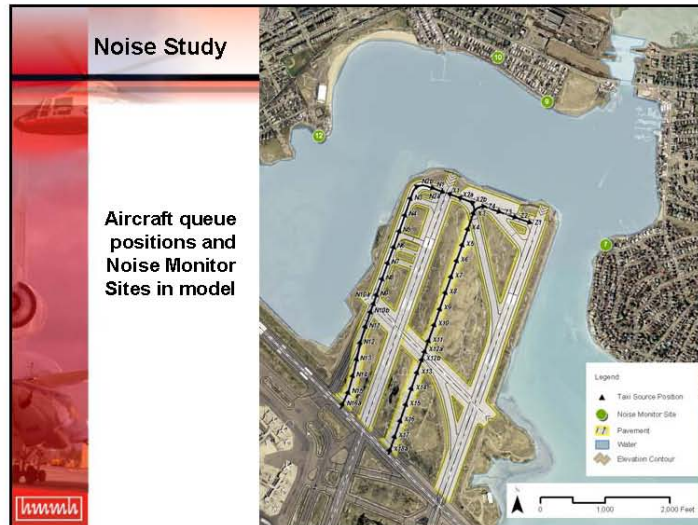
Noise Analysis

- **Evaluation at four receiver positions – permanent noise monitoring stations in study area:**
 - NMS 7 – Loring Rd. near Court Rd., Winthrop
 - NMS 9 – Bayswater St. at Annavoy St., East Boston
 - NMS 10 – Bayswater St. near Shawsheen Rd., East Boston
 - NMS 12 – East Boston Yacht Club, East Boston
- **Measurements and modeling**
 - Model aircraft noise emissions during taxi and hold along Taxiway November
 - Conduct measurements of noise from taxi/queue only during peak periods of Taxiway November use



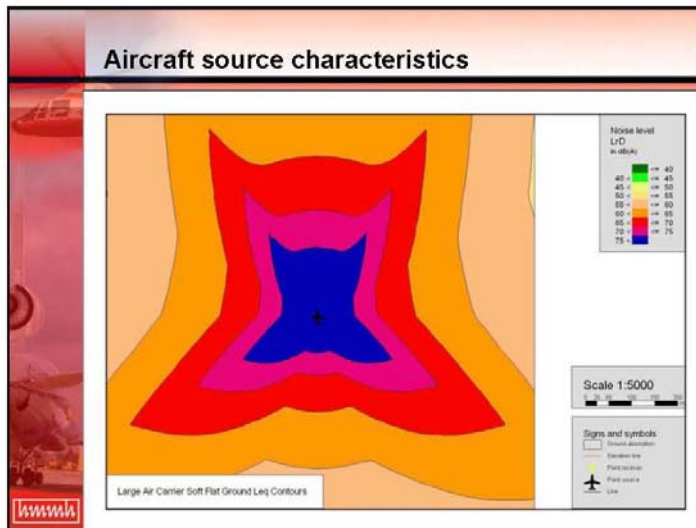
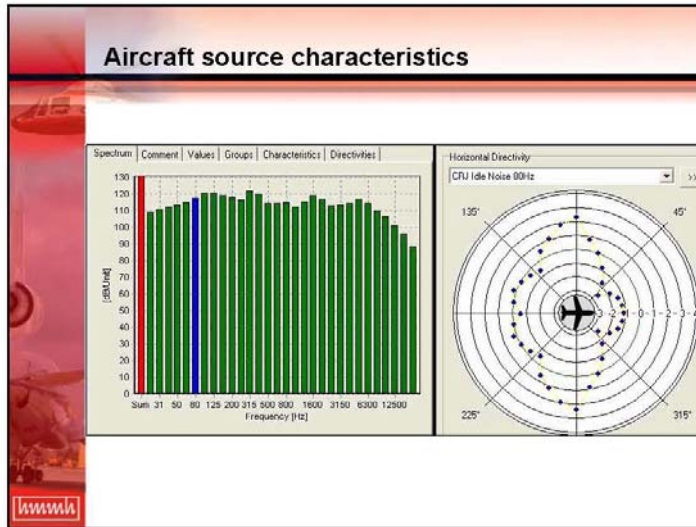
Noise Analysis

- **Noise modeling**
 - SoundPLAN – best for ground operations noise modeling
 - Aircraft source characteristics
 - Terrain features
 - Ground effects
 - Shielding and reflections
 - Atmospheric effects
 - Source-receiver geometry



Action 2: Noise Analysis

- **Taxi/idle aircraft noise emissions – grouped into five categories:**
 - Jumbo Air Carrier – Boeing 747
 - Heavy Air Carrier – Boeing 767
 - Large Air Carrier – Boeing 737-300
 - Regional and Corporate Jets – Canadair Regional Jet
 - Propeller Aircraft – Beech 1900



Noise model validation

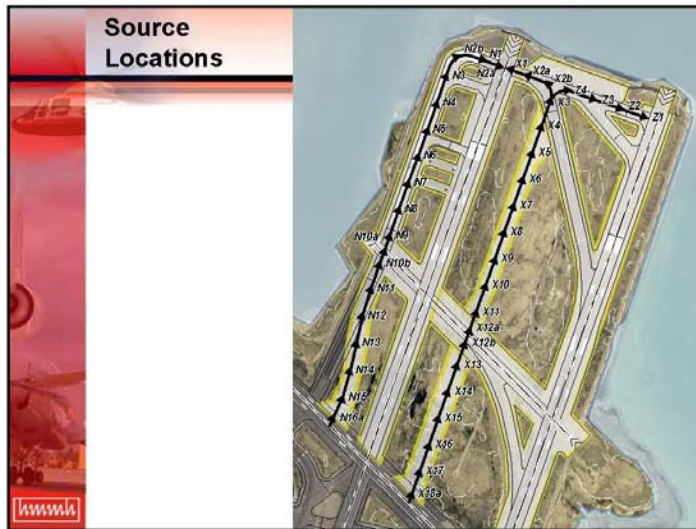
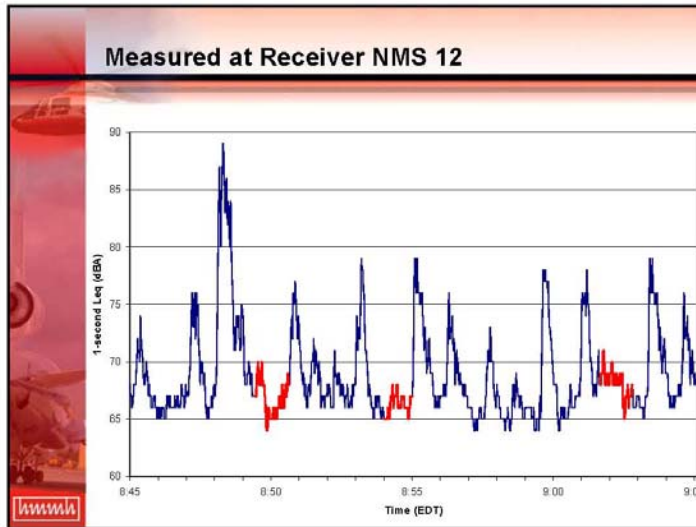
▪ Comparison with measurements

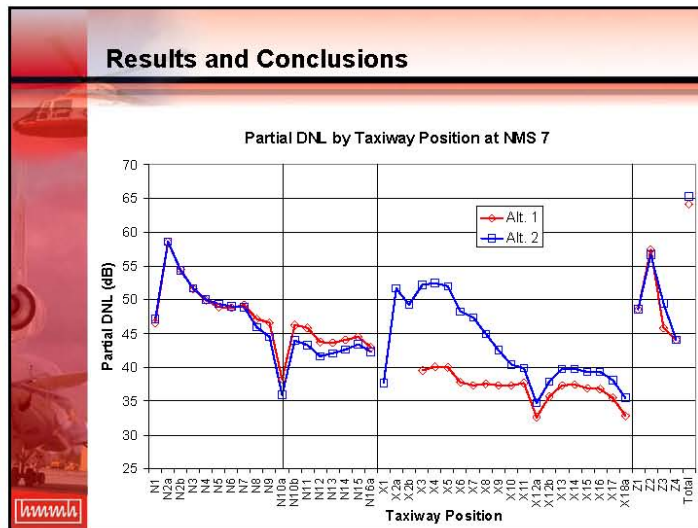
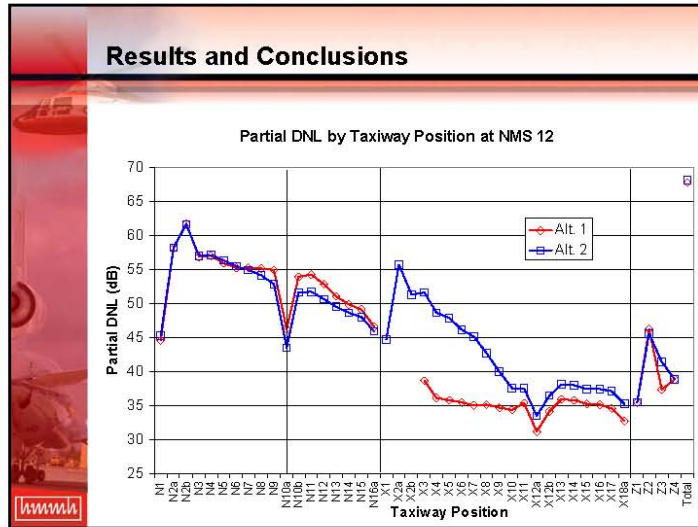
- Receiver at NMS 12 – East Boston Yacht Club
- Receiver at NMS 10 – Bayswater St. at Shawshen Rd.



Noise measurements at NMS 12 Site at East Boston Yacht Club







Computed DNL Values at Monitor Sites			
Permanent Noise Monitoring Station	Alternative 1 Total DNL (dBA)	Alternative 2	
		Total DNL (dBA)	Increase re Alternative 1 (dB)
NMS 7	64.2	65.3	1.1
NMS 9	66.8	68.4	1.6
NMS 10	65.7	66.8	1.1
NMS 12	67.8	68.1	0.3

Noise Analysis

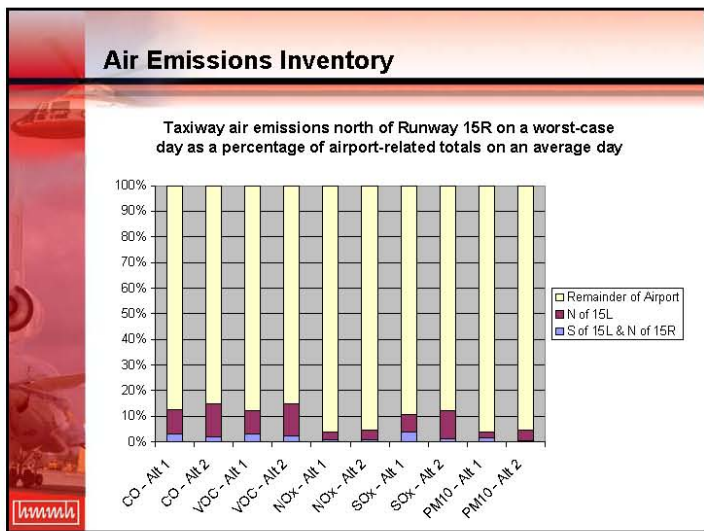
- **Conclusions**
 - Slightly higher noise exposure from Alternative 2
 - The increases in total departure taxi/queue times have a more significant effect than the relocation of aircraft
 - Computed differences in noise exposure do not constitute a "significant" difference per FAA *annual average* DNL Criteria, because flight activity noise dominates the overall noise exposure in the community

Air Quality Analysis

- **Standard approach for airport air quality assessment**
 - Emissions inventory conducted as first step to determine need for additional dispersion modeling
- **Examined total air emissions from two scenarios, in context of total airport air emissions**
 - Carbon monoxide (CO)
 - Nitrogen oxides (NOx)
 - Volatile organic compounds (VOC)
 - Sulfur oxides (SOx)
 - Particulate Matter (PM)
- **Aircraft emissions data from FAA Emissions Dispersion & Modeling System (EDMS)**
- **Same taxi/queue times and locations as noise analysis above**

Air Emissions Inventory

Location and time period	Alternative	Pollutant (tons per day)				
		CO carbon monoxide	VOC volatile organic compounds	NOx nitrogen oxides	SOx sulfur oxides	PM particulate matter
North of Runway 15R/33L on worst-case day	Alt. 1	1.72	0.27	0.27	0.06	0.009
	Alt. 2	2.04	0.33	0.33	0.07	0.011
Airport-related totals for an average day		13.58	2.23	7.20	0.59	0.24



- ### Air Quality Analysis
- **Conclusions**
 - Alternative 1 has lower emissions than Alternative 2
 - Fewer emissions generated north of Runway 15L with Alternative 1 compared to Alternative 2
 - Emissions on Centerfield and November taxiways are a small percentage of the overall total at the airport
 - Neither alternative expected to have a significant impact on regional air quality, due to small differences in emissions
 - Local air quality in East Boston and Winthrop will not likely experience any measurable effects from either alternative

Overall Phase 2 Study Conclusions

- **Alternative 2 – Modeling conclusions reflect a somewhat less efficient use of taxiways, resulting in a 17% net increase in overall taxi/queue time for a select 2010 TAF “High-Activity” day (24 hours) with continuous departures on Runways 22R and 22L**
- **Both noise and air quality studies concluded that environmental differences between two alternatives is quite small, so no significant benefit using one alternative over the other**
- **Although Alternatives 1 & 2 bracketed the full range of modeled taxiway use in the northern portion of the airfield, no potentially beneficial operational procedures yielding environmental benefits were identified**

Next Steps

- **Reports of this study distributed**
 - May 2006
- **FAA prepares Written Reevaluation**
 - Press release announcing document availability
- **Public comment period**
 - Comments and responses
- **ROD issued**

**A Neighborhood Representative's Perspective
On The Proceedings of
The Centerfield Taxiway Evaluation Committee
And
Recommendations for Environmental Fairness
For the People of Winthrop and East Boston
May 18, 2006**

Quis Custodiet ipsos custodias
- Juvenal

Arthur J. Flavin, Sr. A Winthrop Representative to the Centerfield Taxiway Evaluation Committee

Art Flavin Position Paper for May 18 CFTW Meeting – Version 2
Confidential Until May 18, 2006

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**Art Flavin Position Paper for May 18 CFTW Meeting – Version 2
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**Art Flavin Position Paper for May 18 CFTW Meeting – Version 2
Confidential Until May 18, 2006**

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Purpose of this document.

The purpose of this document is to propose a new approach to the proceedings of the CFTWEC. This approach will fulfill the mission of the Committee by:

- Enabling the timely construction of the Centerfield Taxiway, thereby achieving the operational and safety benefits claimed by Massport and the FAA
- Satisfying the Environmental Requirements of the East Boston and Winthrop neighborhoods for the present and the foreseeable future.

An important side benefit would be the restoration of trust and the creation of a mutually beneficial relationship between FAA/Massport and its neighbors.

The first part of the document states my position, and my reasons, for declaring the Centerfield Taxiway Evaluation Committee (CFTWEC) incomplete in its current status (as of May 17, 2006), and therefore causing the continuation of the deferral of the CFTW. The last section contains the recommendations that would help to satisfy the environmental concerns of Logan Airport's neighbors, thereby allowing the completion of the Committee's work.

This document begins by clarifying some of the major issues in dispute between the Community Representatives and the FAA Representatives on the CFTW Evaluation Committee.

In particular these major issues are:

- The lines of Authority and responsibility among the FAA, Massport, and the Airlines
- The Mission and Scope of the CFTWEC Project
- The Certificate from the Secretary of Environmental Affairs (Durand)

These major issues are the source of many other issues, particularly the evaluation of any matter dealing with air quality or environmental impacts.

This document, in its current form, is solely a description by Art Flavin, Sr. of his positions on major issues confronting the Centerfield Taxiway Committee, and is subject to review and comment by the other Community Representatives. It is also intended to be entered into the minutes of the FAA-Community meeting of May 18, 2006.

After review by the CFTWEC neighborhood representatives, we reserve the right to have a new document replace or supplement this document.

Document Format

This document contains many excerpts from the ROD. The excerpts are exact extracts from the ROD, with minor changes, such as bold print, for clarity. Each extract contains footnote references to locations in the ROD, for convenience of verification.

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The document is very detailed. For those inclined to skim, each extract from the ROD is preceded by a short summary called “Synopsis”. The Synopsis is my interpretation of the meaning and intent of the ROD extract.

Some ROD extracts appear more than once, for the convenience of the reader. Layers of cross-references have been avoided

Introduction: Major Sources of Contention

Throughout the four CFTW Evaluation Committee meetings there have been two major sources of contention:

- What actions are the responsibilities of the FAA in implementing the ROD commitments and the Community recommendations?
- What recommendations are within the prerogatives and duties of the CFTW Evaluation Committee?

These are discussed in detail under the following headings:

- Lines of Authority amongst FAA, Massport and Airlines
- Significance of the CFTWEC
- Mission and Scope of the CFTWEC
- The applicability of the Certificate of the Secretary of Environmental Affairs

Agreement on these topics is fundamental to the execution of the Committee’s core purpose. Unless they are resolved, the Community input is so severely limited that the proceedings become a one-sided FAA exercise, thereby failing to comply with the charter of the Committee. Many of the Community concerns involve air quality. **If these and other Community concerns are dismissed because the FAA decides they don’t fit into their view of the project, then the project itself is invalid and incomplete, and the CFTW deferral should continue.**

Consequences of limiting, or failing to act upon, Community Input

The expressed purpose of the CFTWEC is to gather and seek to resolve neighborhood concerns. These include “at least noise, air quality and visual impacts”. The solution to the concerns would be evaluated by measuring environmental benefit against implementation feasibility.

ROD Extract 1: Why the CFTWEC was created

Synopsis: The CFTWEC was created to provide an additional evaluation of taxiway operations, because of citizen concerns. (The meaning of “taxiway operations” is discussed in the “Scope” topic¹)

²FAA is deferring any decision to approve the Centerfield Taxiway pending additional evaluation of taxiway operations north of Runway 15R/33L. Although

¹ Mission and Scope of the CFTW Evaluation Committee

² ROD VIII – Section 3 – pp 1 – page 24

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the analysis in the EIS states that the Centerfield Taxiway has environmental benefits and does not adversely impact noise or reduce air quality in the areas adjacent to the northern portion of the airfield, residents of the East Boston (Bayswater and Constitution Beach) and Winthrop (Court Road) neighborhoods closest to the existing Taxiway November and proposed northern end of the Centerfield Taxiway have specifically expressed their concerns about the Centerfield Taxiway.

Residents of these neighborhoods have also expressed concerns regarding the use of Taxiway November and have questioned FAA's compliance with the existing "good neighbor" policy regarding queuing aircraft on Taxiway November (Footnote 10).

ROD Extract 2: Role of the Neighborhood Representatives:

Synopsis: FAA is to gather neighborhood concerns and solicit potential actions.

³Specifically, this first part of Phase 1 would have the following tasks:

- o Identify and review federal and state policies, regulations, and directives related to community concerns with taxi operations north of Runway 15R/33L. These include, **at least, noise, air quality, and visual impacts.**
- o Meet with representatives from neighborhoods surrounding the north end of the airport to better ascertain their concerns, solicit potential actions to address their concerns, and discuss operational difficulties in meeting current policy.
- o Review neighborhood concerns in the context of relevant federal and state policies, regulations, and directives in order to determine which relate to neighborhood concerns.

ROD Extract 3: Mission of CFTWEC

Synopsis: This is the Mission Statement of the CFTWEC. It clearly states that environmental benefits, as well as operational benefits, will be addressed.

"Given these concerns, FAA will conduct an additional evaluation of taxiway operations in the northern portion of the airfield to **assess potential beneficial operational procedures that would preserve or improve the operational**

³ ROD VIII – Section 3 – pp 3 – list items 1 thru 3 – page 25

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and environmental benefits of the Centerfield Taxiway as shown in the EIS.”⁴

Note the “and” conjunction between “operational” and “environmental” benefits.

The Consequences of Limited Community Input

Unless Community Input is seriously addressed, the purpose of the CFTWEC will not be achieved, and the CFTW deferral must continue..

Overview: Lines of Authority amongst FAA, Massport and Airlines

The lines of authority are interwoven by a complex set of government laws, regulations and orders and are subject to manipulation by wonks. This document uses only statements from the ROD for its reasoning. We assume the ROD to be valid because it's the basis for FAA justification of “The Preferred Alternative”: Runway 14/32 and the CFTW.

The organization is almost, but not quite, hierarchical in nature. Therefore there are three combinations of authority lines to consider:

- FAA – Massport Lines of Authority
- Massport – Airlines Lines of Authority
- FAA – Airlines Lines of Authority

Lines of Authority between the FAA and Massport

Background

From the very first meeting, The Community Representatives have strived to get the FAA to recognize FAA responsibility in getting Massport to commit to the directive issued by the then Massachusetts Secretary of Environmental Affairs, Mr. Robert Durand. In particular, the directive states:

Executive Office of Environmental Affairs (EOEA) Certificate Extract 1:

Synopsis: Secretary Durand directs Single Engine Taxiway Procedures, Air Quality Monitoring in the neighborhoods, consultation with the DEP and DPH, and the establishment of a baseline of pollution data.

Centerfield Taxiway: To address neighborhood concerns over localized air pollution, odors, and noise, Massport will develop a program designed to maximize the use of single engine taxi procedures by all of its tenant airlines. In addition, Massport shall conduct follow-up air quality monitoring in neighborhoods surrounding the airport and under the flight path of Logan Airport, in consultation

⁴ ROD VIII – Section 3 – pp 1 – page 24

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with DEP and DPH. This information will provide valuable baseline data for future studies.⁵

It should be noted that this is not an extreme request by the Community; the directive is issued by the Mass Secretary of Environmental Affairs, and is therefore state policy, and enforceable by MEPA (Massachusetts Environmental Policy Act).

ROD Extract 1: State Policies must be honored

Synopsis: In describing the actions to be performed in Phase I of the CFTWEC Proceedings, the ROD mandates that State Policies be honored.

⁶Review neighborhood concerns in the context of **relevant federal and state policies, regulations, and directives** in order to determine which relate to neighborhood concerns.

ROD Extract 2: The Secretary's directive was discussed by the SDEIS Panel

Synopsis: The SDEIS and Final EIR contained the Secretary's directive.

⁷FAA arranged for a number of technical presentations to the (SDEIS) Panel and developed a Scope of Work for the SDEIS that reflected concerns of the Panel. The SDEIS also reflected issues raised by the Secretary of Environmental Affairs and was subsequently published as a joint SDEIS/Final EIR.

In subsequent meetings, the Community Representatives on the Taxiway Committee also tried in vain to introduce new environmental issues, (e.g. Real time pollution monitoring) as directed by this ROD extract:

ROD Extract 3: The CFTWEC Mission includes new environmental issues: improving the environment

Synopsis: The mission of the CFTW Committee includes improving environmental benefits.

"Given these concerns, FAA will conduct an additional evaluation of taxiway operations in the northern portion of the airfield to **assess potential beneficial operational procedures that would preserve or improve the operational and environmental benefits of the Centerfield Taxiway as shown in the EIS.**" ⁸

Unsuccessful attempts were also made to discuss the impact of over-scheduling on taxiway over-crowding, and the repeated violation of the FAA Order to limit five turbojets on taxiway November.

⁵ Excerpt from Durand Certificate P5 of 22:
<http://www.state.ma.us/envir/mepa/secondlevelpages/logan.htm>

⁶ ROD VIII – Section 3 – pp 3 – list items 3 – page 25

⁷ ROD II – pp4 – page 4

⁸ ROD VIII – Section 3 – pp 1 – page 24

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ROD Extract 4: Limit of 5 turbojets on Taxiway November

Synopsis: An FAA Order dictates a limit of five Turbo Jets are to be cleared beyond Runway 15L

Extract from ROD: FAA ORDER BOS TWR 7040.1, "Noise Abatement" states that whenever possible "No more than five turbojets, including one in position, shall be cleared beyond runway 15L. Only one turbojet is allowed to be held on Taxiway November between Runways 22R and 22L." The limit applies to aircraft North of Runway 15L/33R, the 2600 foot runway. Under this policy, there is no limit on the number of aircraft between Runway 15R-33L and Runway 15L-33R.⁹

These discussions led to a statement by Mr. John Silva of the FAA New England Regional Office that (paraphrasing): "The FAA cannot dictate to the Airlines; for example a single engine taxiway procedure has been in place at Massport but Massport cannot make the Airlines comply". Mr. Silva went on to say that since airline deregulation, the airlines control nearly everything, and dictate schedules to Massport.

The minutes of the CFTW Evaluation Committee meeting of November 18, 2005 have several entries that state the FAA position very clearly:

Minutes 1: J. Silva re Section 61 Findings

¹⁰ John Silva pointed out that MEPA's section 61 findings apply to the State and Massport, but not the FAA. The ROD gives the FAA commitments, but there is no obligation for the FAA to implement anything in Section 61. FAA is required to monitor the mitigation commitments of the ROD"¹¹

Comment: While it is true that the FAA is responsible for directly implementing implements only a few specific items, the ROD extracts below show the FAA is committed to monitoring and enforcing the mitigation measures in ROD VIII, which is essentially tantamount to Section 61 findings.

Minutes 2: J. Silva re "monitoring"

"John Silva confirmed that the FAA is responsible for all monitoring, and confirmed that the FAA has no authority or expertise in the monitoring of air quality around airports"¹²

⁹ ROD VIII – Section 3 – Footnote 10 – Page 24.

¹⁰ Minutes of 11/18/05 page 2 pp 3

¹¹ Minutes of 11/18/05 page 2 pp 3

¹² Minutes of 11/18/05 page 3 pp 9

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ROD Extracts establishing FAA Responsibility

The ROD extracts below show that the FAA has both monitoring and enforcement responsibilities, and the means of enforcement. The claim that the FAA has no control over Massport is contradicted in several places in the ROD:

ROD Extract 1: Funding

Synopsis: The FAA is the agency principally responsible for aviation planning, with financial leverage and organizational stature. The ROD Defines the FAA as the principal federal agency responsible for aviation planning; It has powerful control over funding (AIP Trust fund and Passenger Facility Charges) that Massport depends upon.

¹³“FAA, as the principal federal entity responsible for national aviation planning, supports the development of airport infrastructure by:

- administering the Airport Improvement Program (AIP) Trust Fund,
- approving Passenger Facility Charges (PFCs); and
- promulgating standards for airport design and construction.
- The FAA has a statutory charter to encourage the development of civil aeronautics and safety of air commerce in the United States (49 U.S.C. § 40101).
- The FAA has a statutory charter to encourage the development of civil aeronautics and safety of air commerce in the United States (49 U.S.C. § 40101)”

ROD Extract 2: FAA Monitor and Enforce

Synopsis: The ROD states that the FAA has committed to monitor and enforce (“take appropriate steps”) mitigation measures described in ROD VIII:

¹⁴“The FAA **adopts and commits to these mitigation measures** as part of this decision. As discussed in detail in Section VIII, the FAA shall monitor compliance with the wind restriction on Runway 14-32 and take appropriate steps such as conditions in project grant agreements to **ensure that other mitigation measures are implemented during project development.**”

ROD Extract 3: Restatement of funding and other federal actions

Synopsis: The ROD describes the tools available to the FAA to force compliance. This fact was also the perspective from which the various alternatives were considered. Tools include funding.

¹⁵“While FAA does not have the authority to control or direct the actions and decisions of Massport relative to planning for Logan airport, **FAA does have the authority to withhold project approval, including federal funding and**

¹³ ROD Appendix B – Issue 13 Response – page 54

¹⁴ ROD I - pp 4 - page 3

¹⁵ ROD IV – pp 1 – page 8

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the other federal actions discussed in this ROD. It was from this perspective that the various alternatives were considered in terms of evaluating and comparing their impacts to determine whether there was a superior alternative or whether the proposed action would cause impacts warranting disapproval of the federal actions discussed in this ROD, including the withholding of federal funds."

ROD Extract 4: Legal remedies

Synopsis: The ROD describes in even stronger language that the FAA will use legal remedies and the withholding of federal funds to enforce compliance:

¹⁶The approvals contained in this ROD are specifically conditioned upon full implementation of these (ed. Mitigation) measures and actions. FAA will monitor these measures and actions to ensure implementation. Stated another way, the commitments described below are commitments of this ROD. If Massport does not fulfill these commitments, then the **FAA will take action to restore compliance using the full range of legal remedies at its disposal, including the withholding of federal grant funds.**

ROD Extract 5: Additional enforcement tools

Synopsis: The ROD describes additional tools for FAA enforcement; in addition to funding, the approval of airport layout plans and contract plans and specifications are FAA rights.

¹⁷In accordance with 40 C.F.R. § 1505.3, the FAA will take appropriate steps, through federal grant funding assurances and special conditions, airport layout plan approval, and contract plans and specifications to ensure that the below measures are undertaken.

ROD Extract 7: Enforcement Tools summary

Synopsis: In ROD Appendix B, Enforcement tools are described and summarized, and add FAA responsibility to facilitate CAC and Massport disputes:

¹⁸FAA will ensure Massport's compliance with the mitigation commitments of this ROD. (See Section VIII of the Record of Decision) In accordance with 40 C.F.R. § 1505.3, **FAA will take appropriate steps, through federal grant funding assurances and special conditions, airport layout plan approval, and contract plans and specifications to ensure that the mitigation measures outlined in the ROD are implemented.** As an additional measure to monitor and ensure that the ROD commitments are fulfilled, the FAA will act as

¹⁶ ROD VIII – pp1, page 21

¹⁷ ROD VIII – pp1 - page 21

¹⁸ ROD Appendix B – Issue 16 – pp2 Page 56

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Facilitator between Massport and the CAC to resolve
disputes related to these mitigation commitments.

ROD Extract 8: Examples of FAA Influence v. Massport

The ROD also provides several examples of FAA exercising influence over Massport.

ROD Example 1: Reduction of minimums.

Synopsis: The FAA used Massport Lease agreements to delay commitment to reduced Approach Minimums

¹⁹The Reduction of Instrument Approach Minimums for Runways 22L, 27, 15R, and 33L would enable these minimums to be set consistent with the standards of the navigational aids that serve these runway ends. They are presently artificially high. Lowering approach minimums would not change the flight path or aircraft altitude over residential areas. The action slightly increases the availability of the runway end, reduces the potential for missed approaches in poor weather, and provides positive guidance at lower altitudes during the final approach, thereby reducing delays and enhancing safety. Environmental assessment in the EIS also fulfills a commitment made by FAA a number of years ago when the navigational aids were installed. **At that time FAA committed, through Massport lease agreements, not to reduce minimums until they were environmentally assessed.**

ROD Example 2. Establishment of wind restrictions on runway 14-32

Synopsis: The FAA imposed wind restrictions on Runway 14/32 to reduce noise impacts.

²⁰ FAA evaluated potential mitigation measures involving **restricted use of Unidirectional Runway 14-32 as a means to reduce this adverse noise impact.** These measures included northwest wind restrictions that varied from 5 to 20 knots and a combined northwest/southeast wind restriction of 10 knots. The results are presented in Section 3.8 of the Final EIS and summarized in the Mitigation section below.

ROD Example 3: The FAA directs Massport to create a plan for Peak Period Pricing, prior to construction of Runway 14-32

²¹While federal law prohibits an airport authority from imposing demand management strategies that interfere with interstate commerce or are unjust, unreasonable or discriminatory, Massport may under its proprietary authority implement peak period pricing or other comparable demand management program so long as it complies with the applicable federal requirements. Consistent with the

¹⁹ ROD IV – pp 14 – page 11

²⁰ ROD VII – pp 1, pp7 – page 17,18

²¹ ROD VIII – Section 5 – pp 2 – page 27

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commitments made by Massport in its Section 61 Findings (FEIS at 4-14 and B-11), **the FAA is directing Massport to develop and submit a detailed plan or draft proposal for peak period pricing, or other comparable demand management program, before commencing construction of Runway 14-32.** The FAA stands ready as necessary to assist Massport in this endeavor.”

Lines of Authority: Massport v. Airlines and the FAA v. Airlines

There is little in the ROD to clarify these relationships. However, there are some examples where influence was imposed.

Compliance: FAA over Massport; Massport over Airlines

Example 1A: FAA uses CFR Part 161

The FAA uses CFR Part 161 of the Airport Noise and Capacity Act to force Massport and the airlines into compliance.

Example 1B: Massport exercises influence over Airlines

Massport exercises influence over the Airlines by encouraging voluntary action before the FAA imposes measures.

ROD Extract 1: FAA has legal indirect influence over Massport and the Airlines

Synopsis: Laws and Regulations exist to allow the FAA to exercise influence over Massport and then over the airlines by indirect methods.

²²Response to Issue 25:

The FAA supports Massport's efforts to encourage airlines to voluntarily replace older hushkitted aircraft with new-technology Stage 3 aircraft at Logan. In addition, the Massport Board of Directors committed in its Section 61 Findings, pursuant to MEPA, to continue to work with airline tenants to discourage the use of hushkitted aircraft at Logan. **FAA encourages airports to explore voluntary agreements before beginning the process to impose mandatory airport noise and access restriction under the Airport Noise and Capacity Act, as implemented by 14 CFR Part 161.** In the case of hushkitted Stage 3 aircraft operations, that process includes FAA approval. No airport to date has applied for such approval.

In addition to meeting requirements under ANCA, restrictions on operations by Stage 3 hushkitted aircraft must comply with requirements under Massport's federal grant obligations prohibiting unjust economic discrimination and the creation of an exclusive right.

²² ROD Appendix B – Response to Issue #25 – page 63

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Example 2: FAA directs Massport to develop Peak Period Pricing

Synopsis: FAA directs Massport, under Massports Proprietary Authority, to develop and submit a PPP or demand management plan prior to commencing construction of 14-32

²³While federal law prohibits an airport authority from imposing demand management strategies that interfere with interstate commerce or are unjust, unreasonable or discriminatory, Massport may under its proprietary authority implement peak period pricing or other comparable demand management program so long as it complies with the applicable federal requirements. Consistent with the commitments made by Massport in its Section 61 Findings (FEIS at 4-14 and B-11), **the FAA is directing Massport to develop and submit a detailed plan or draft proposal for peak period pricing, or other comparable demand management program, before commencing construction of Runway 14-32.** The FAA stands ready as necessary to assist Massport in this endeavor.

Lines of Authority: FAA v. Airlines is Indirect at best

Synopsis: There is no explicit statement in the ROD concerning FAA authority over the airlines. There is a connection that can be made between the FAA role (FAA's role is to approve and fund infrastructure that enhances safety, efficiency, and security) and the Airlines role (Airlines role extends to determining what airports the airlines serve or the level of service at airports). The important connection occurs when service level delivery, such as over-scheduling, causes problems with safety, efficiency and security. The FAA viewpoint on this is not known. However, the FAA should recognize this and assert their authority, either directly or indirectly through Massport.

²⁴"FAA provides for a safe and efficient air traffic control and air navigation system and approves and funds infrastructure that enhances safety, efficiency, and security. It is important to note that, while FAA's role is to manage the national airspace system, this role does not extend to determining what airports the airlines serve or the level of service at airports. In today's deregulated environment, airlines make these decisions. "

Other references to the FAA – Massport lines of Authority

There are at least twenty-one references to FAA responsibilities in the ROD. Some deal with FAA to FAA responsibilities, such as Tower Operations. Others are redundant to those described above. For a list of locations in the ROD, contact the Author, Art Flavin, through the Centerfield Taxiway Evaluation Committee.

²³ ROD VIII – Section 5 – pp 2 – page 27

²⁴ ROD IV – pp 2 – page 8

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Conclusion and Recommendations re Lines of Authority:

Conclusions (Lines of Authority)

The FAA clearly has responsibilities in enforcing

the mitigation measures described in the ROD. The examples described above indicate that new requirements declared by the CFTW committee would also be enforceable.

FAA ignores literal language in the ROD, thereby avoids commitments

The FAA denial of enforcement authority brings into question the FAA's commitment to the mitigation measures defined in the ROD. The denial also raises the concern that through a deliberate direction of misinformation and misdirection, and by misinterpretation and disregard of the literal language in the ROD, commitments to solving environmental issues may be avoided.

Three Alternative Solutions for FAA Lines of Authority:

The FAA has three choices:

1. **Debate the extracts from the ROD.** This distortion of literal text would cast the entire ROD into a contradictory position. The ROD, which approved both runway 14-32 and the CFTW and which reflects US and Mass EPA's approval is now interpreted differently than the ROD that went through the approval process. Will the real ROD please stand up?
2. **Do nothing, just ignore this report.** The continuation of the FAA's playing hide-and-seek with interpretation of the ROD will lead to FAA – Community contention, negate the Community Reps right to implement the mandated solutions (e.g. Durand), end any chance of a joint effort to define alternative solutions to environmental and other issues, and invalidate the CFTWEC.

This could be an FAA strategy to force cash-strapped communities into expensive legal battles. Only the lawyers will be happy.

3. **Confirm that the FAA fully supports the ROD,** and will follow the ROD mandates to enforce mitigation. Then the FAA must document in clear language the pros and cons of every issue, the positions of the FAA and the Community reps and why the FAA is supporting one position over another. (This is our "preferred alternative" among the three alternative solutions.)

The Significance, Mission and Scope of the CFTW Evaluation Committee:

Significance of the CFTW Evaluation Committee

The CFTW construction cannot commence until a favorable report is issued by the CFTW Evaluation Committee.

(Note: This could happen unilaterally by the FAA, ignoring Community objections.)

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ROD Extract 1: No Construction until CFTW Evaluation is Complete

Synopsis: Decision to construct the CFTW is deferred until the CFTWEC completes its mission and report

²⁵FAA is also deferring any decision concerning the Centerfield Taxiway until FAA conducts an additional evaluation of potential beneficial operational procedures that would **preserve or improve the operational and environmental benefits** of the Centerfield Taxiway shown in the Final EIS. The measure is also discussed in detail in Chapter 4 of the Final EIS and Section VIII below.

ROD Extract 2: Three reasons “The Preferred Alternative” was chosen:

Synopsis: Three reasons for choosing “The EIS Preferred Alternative”:

- “Environmental Impact” and “Environmentally preferred”
- “To provide a balance between delay reduction and environmental impact.”

²⁶The Preferred Alternative was subjected to a detailed mitigation analysis to **minimize environmental impact**. As modified through mitigation measures, it is the **environmentally preferred** alternative because it provides a **balance between delay reduction and environmental impacts**. These mitigation measures include unidirectional use of Runway 14-32, wind-restricted use of Runway 14-32, **deferral of a decision to approve the Centerfield Taxiway subject to additional evaluation of taxiway operations north of Runway 15R-33L**, residential sound insulation, and continued management of a regional aviation study. These and other mitigation measures are described in greater detail in the Mitigation Measures, Section VIII below.

ROD Extract 3: Neighborhood concerns are a reason for deferral:

Synopsis: Neighborhood concerns are important enough to cause a deferral. From this we can reason that they are important enough to warrant FAA consideration.

²⁷FAA is deferring any decision to approve the Centerfield Taxiway pending additional evaluation of taxiway operations north of Runway 15R/33L. Although the analysis in the EIS states that the Centerfield Taxiway has environmental benefits and does not adversely impact noise or reduce air quality in the areas adjacent to the northern portion of the airfield, residents of the East Boston (Bayswater and Constitution Beach) and Winthrop (Court Road) neighborhoods closest to the existing Taxiway November and proposed northern end of the Centerfield Taxiway

- o have specifically **expressed their concerns** about the Centerfield Taxiway.

²⁵ ROD I-pp 5 -page 3

²⁶ ROD IV – pp21 – page 13:

²⁷ ROD: VIII – Section 3 – pp 1 – page 24

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- o Residents of these neighborhoods have also **expressed concerns** regarding the use of Taxiway November and
- o **have questioned FAA's compliance** with the existing "good neighbor" policy regarding queuing aircraft on Taxiway November.

Conclusions: CFTWEC: Major significance, Requires Community Input

- o CFTW Evaluation is of Major Significance because it can stop or significantly delay the construction of the CFTW
- o A Balance should be sought between Tower operational advantages and environmental benefits.
- o Neighborhood Resident Input is a required component.
- o Until and unless the Neighborhood concerns are seriously considered, with an environmental impact analysis, the CFTWEC has not fulfilled its mission. The CFTW decision should remain deferred.

Mission and Scope of the CFTW Evaluation Committee

The ROD defines the mission of the CFTW Evaluation committee::

Synopsis: Both operational and environmental benefits should be pursued.

²⁸Given these concerns (ed. Neighborhood concerns), FAA will conduct an additional evaluation of taxiway operations in the northern portion of the airfield to **assess potential beneficial operational procedures that would preserve or improve the operational and environmental benefits of the Centerfield Taxiway as shown in the EIS.**

Issues within the Mission Statement

Defining the Mission Scope was never done.

The FAA managed to avoid all discussions of scope, a major error in any project definition. Scope was never discussed at any meetings.

Scope definition requires an agreement on the meaning of the Mission Statement's terms,

For example:

Scope Example 1: Two Views of the Scope of the Term "Assess beneficial operational procedures."

The FAA takes a very narrow view, initially stating that only Tower procedures were eligible for discussion. Community Reps disagree with this viewpoint, and argue that the term "operational" applies to all policies, practices and procedures that are invoked at the

²⁸ ROD VIII – Section 3 – pp 1 – page 24

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operational level of the airport, as opposed to the strategic or tactical planning level. Examples of these include:

- o The Durand Certificate (discussed below)
- o Demand Management – Peak Period Pricing
- o Preferential Runway Assignment System

It should be noted that these are not controversial issues, since they are already ROD commitments.

Some operational procedures require strategic and tactical planning, and considerable design work. No matter their development state, they are still operational procedures.

Why would neighborhood representatives be involved, if only tower procedures were to be addressed?

Scope Example 2: Scope of the Term “preserve or improve the operational and environmental benefits”.

So far, the FAA has analyzed and presented all kinds of operational benefits based on Tower procedures. The beneficiaries are the FAA, Massport and the airlines, and the benefits are focused on safety and efficiency. Community Reps recognize the FAA’s expertise in this area, and after discussions, generally agree with the FAA about this kind of Tower procedural operational benefits. However, the operational benefits need to be analyzed against their environmental impacts.

No Discussion of Environmental Benefits

Environmental benefits are another matter; there has been no analysis, nor even a mention of the term “environmental benefit” in any FAA presentation. Every measure introduced by the Community Reps was dismissed for operational reasons, with no analysis or consideration of environmental benefits. The FAA has contributed no (zero) suggestions for creating an environmental benefit of any kind. Maintaining the same runway traffic patterns is assumed to mean preservation of environmental benefits. Of course, with a new CFTW much closer to the neighborhoods, and the opportunity for another “aircraft parking lot” the aggregate environmental impact of the taxiways and the runways on the neighbors must deteriorate.

Community Reps want analysis of environmental benefits v. operations benefits.

Community Reps are focused on the “**preserve or improve the operational and Environmental benefits**” mandate. We believe that to fulfill our mission, the Committee must analyze existing Taxiway November procedures and proposed CFTW procedures for their environmental impact on the neighborhoods. The degree of analysis should be determined by the Mass DPH, as directed by “The Durand Certificate” discussed below. The Certificate proposes the creation of a baseline of environmental data. This is the only way to define the effect of operational changes. How else can one determine the impact of an operational change without a baseline of data?

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Conclusions: (Mission of CFTWEC)

Intent of the CFTWEC is not being served; outcome is pre-determined

The FAA is not serving the true intent of the CFTW Evaluation Committee as defined in the ROD, for the following reasons:

- Failing to define, or even discuss the Project Scope defeats the “Balance” of operations and environmental solutions, which is the basis for selecting the EIS “Preferred Alternative”.²⁹
- By following a very narrow, self-serving definition of the Scope of the Committee’s Mission, Community Rep input is severely limited.
- Even mandated environmental processes are blocked by the FAA (e.g. Durand)
- The only benefits discussed by the FAA provide benefit to the FAA, Massport and the airlines. There are no benefits to the neighborhoods, and many potential negative threats.
- By limiting the discussion of environmental impacts, the FAA is steering the Committee toward a pre-determined set of desired outcomes. This is an ethical violation in any scientific exercise.

²⁹ ROD IV – pp21 – page 13

Selection of the Preferred Alternative (Alternative 1A) is based primarily on the consideration of delay reduction, affect on aviation safety, and **environmental impact**. Each of these factors is summarized below. The Preferred Alternative was subjected to a detailed mitigation analysis to **minimize environmental impact**. As modified through mitigation measures, **it is the environmentally preferred alternative because it provides a balance between delay reduction and environmental impacts**. These mitigation measures include unidirectional use of Runway 14-32, wind-restricted use of Runway 14-32, **deferral of a decision to approve the Centerfield Taxiway subject to additional evaluation of taxiway operations north of Runway 15R-33L**, residential sound insulation, and continued management of a regional aviation study. These and other mitigation measures are described in greater detail in the Mitigation Measures, Section VIII below.

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**Certificate of The Secretary of The Executive Office of
Environmental Affairs (EOEA) (Robert Durand)**

On June 5, 2001, Mr. Robert Durand, the then Secretary of the Executive Office of Environmental Affairs, certified that the FEIR complied with Massachusetts laws, but with some conditions. One of those conditions states:

Centerfield Taxiway: To address neighborhood concerns over localized air pollution, odors, and noise, Massport will develop a program designed to maximize the use of single engine taxi procedures by all of its tenant airlines. In addition, Massport shall conduct follow-up air quality monitoring in neighborhoods surrounding the airport and under the flight path of Logan Airport, in consultation with DEP and DPH. This information will provide valuable baseline data for future studies.³⁰

The Certificate recommends four actions:

- 1) Massport will develop a program designed to maximize the use of single engine taxi procedures by all of its tenant airlines.
- 2) In addition, Massport shall conduct follow-up air quality monitoring in neighborhoods surrounding the airport and under the flight path of Logan Airport,
- 3) in consultation with DEP and DPH.
- 4) This information will provide valuable baseline data for future studies.

Status of EOEA Directive

EOEA Directive 1: Single Engine Taxiway Procedures

The Massport Board of directors has committed to this.

³¹The Massport Board of Directors committed in its Section 61 Findings pursuant to MEPA to develop and implement a program to encourage the use of single-engine taxi procedures by all its tenant airlines, consistent with safety requirements, pilot judgment, and the requirements of federal law.

The commitment does not appear anywhere else in the ROD. The Certificate was issued June 15, 2001, and the ROD is dated August 2, 2002.

Single Engine Taxiway Procedures committed but considered unenforceable

Even though the Massport Board committed, the FAA claims it is unenforceable. This stance has been disproved in the “Lines of Authority” Section of this document.

The FAA has also pronounced that single-engine taxiway procedures will not occur, due to alleged delays introduced at take-off. This is one of sixteen suggestions made by the

³⁰ Excerpt from Durand Certificate P5 of 22:
<http://www.state.ma.us/envir/mepa/secondlevelpages/logan.htm>

³¹ ROD Appendix B – Issue 34 Response – page 60

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Citizens, all off which have been rejected.

EOEA Directives 2,3,4: Neighborhood AQ Monitoring, DEP and DPH Consulting, and pollution baseline establishment; omitted but needed

These have been omitted in the ROD. The Community Reps believe they are in the Category of “New Environment Measures” and should be the subject of discussion for the following reasons:

Reasons for Implementing AQ monitoring, DEP-DPH consulting and a Pollution Baseline

Health Effects of Fossil Fuels

1. Considerable progress has been made by scientists studying the health effects of burning fossil fuels (such as aircraft, burning at very high temperatures.). For example, the “Office of Air Quality Planning and Standards” (OAQPS, part of the EPA) in a report dated June 2005, stated that Particulate Matter exposure could lead to “Cardiopulmonary effects, including mortality”.

Measuring Particulate Matter needs DEP/DPH involvement

2. A separate report, by the Volpe National Transportation Center, 6/26/02, outlined the difficulty in measuring the generation of Particulate Matter. The Scientific Community is still striving for ways to measure particulate emissions. The FAA repeatedly refers to its canister based pollution monitoring system, which cannot monitor PM. These facts point to the need for involvement of the scientific expertise that the DEP-DPH could bring, if only Massport would commit to compliance with the Durand Certificate.

Dispersion and other meteorological conditions affect the neighborhoods

3. Placing canisters around the neighborhoods, and collecting their data every few months does not indicate neighborhood impact. Emissions combined with meteorological conditions determine the impact on neighborhoods. Long term average measurements may mask a brief, lethal dosage of emissions. Real time measurements must be taken in the neighborhoods.

Significant Progress is being made in monitoring technology

4. A great deal of progress has been made in pollution monitoring technology. Current sampling rates are 100 samples per second, with one second aggregates. Compared to monthly canister readings, opportunities for prevention of pollution damage are vast.

Models Need Data for Execution and Validation

5. The impact of any traffic volume or pattern change cannot be assumed, it must be measured. Establishing a baseline of pollution data now, based upon sophisticated measurement in the neighborhoods, is the only way to measure changes in pollution in the neighborhoods.

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6. The FAA claims that modeling future configurations against current configurations is the proper method of predicting environmental impacts. This would be true if adequate data currently existed to drive the models. Establishing the baseline is the only way to validate the models.

The FAA is ignoring the Durand Certificate

There has been no action, commitment or discussion of this topic beyond the citizens' raising of the issue. From all indications, the FAA intends to ignore the order.

Status 5/18/06 of The CFTW Evaluation Effort; needs a course correction, while maintaining CFTW deferral.

1. No Environmental issues have ever been discussed or evaluated from an environmental benefits viewpoint, even though this is an explicit requirement of Phase 1. The FAA has submitted no (zero) suggestions for environmental benefits.^{32 33 34}
2. The FAA persists in limiting the Community Input. Meeting 2 was spent gathering Community Input. Meeting 3 rejected every Community measure. These were wasted meetings, except that they fulfilled the FAA requirement to solicit and evaluate input.
3. The FAA refuses to enforce mitigation issues; there is a blatant disregard of FAA enforcement responsibility.
4. The Mission and Scope of the CFTWEC were never discussed. The FAA set its own internal rules of the game, and blocked Community environmental input.
5. The intent of the CFTWEC, as described in the ROD, has not been served.

³² ROD VIII – Section 3 – pp 3 – page 25

Phase 1 would begin by developing a clear understanding of the concerns that the neighborhoods surrounding the approach ends of Runways 22L and 22R have regarding operations on the existing taxiway system north of Runway 15R/L.

³³ ROD VIII – Section 3 – pp 3 – list items 1 thru 3 – page 25

Meet with representatives from neighborhoods surrounding the north end of the airport to better ascertain their concerns, solicit potential actions to address their concerns, and discuss operational difficulties in meeting current policy.

³⁴ ROD VIII – Section 3 – pp 3 – list items 7 thru 8 – page 25

Identify other candidate actions (beyond those suggested by the communities) that can mitigate impacts most appropriately. These actions will focus primarily on operational measures within the control of the FAA (e.g., taxi procedures) but may also include other actions that could address neighborhood concerns (e.g., physical changes to the airport, airline schedule, or gate management actions).

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6. The Directive from the Mass Secretary of Environmental Affairs has been totally ignored.
7. Environmental impact of the new CFTW taxiway, closer to neighborhoods, changing runway traffic patterns and creating “parking” violation opportunities has been completely ignored.

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Steps for Getting The CFTWEC On Track

Why Commitment Assurance

Loss of Trust

The Secretary of Environmental Affairs issued his certificate June 15, 2001. Four conditions were defined for approval: Single Engine Taxiway, involvement of DEP/DPH, Monitoring in the neighborhoods, and establishment of a baseline of pollution data. Now, almost *five years later*, nothing has been done.

The Record of Decision (ROD) was signed August 2, 2002. The ROD States:

³⁵The Massport Board of Directors committed in its Section 61 Findings pursuant to MEPA to develop and implement a program to encourage the use of **single-engine taxi procedures by all its tenant airlines**, consistent with safety requirements, pilot judgment, and the requirements of federal law.

Yet, despite both Secretary Durand and the Massport Board directions, nearly *four years* have passed, and today, the FAA claims that single-engine taxiway procedures cannot happen.

People may be put in harm's way

Obviously, the Centerfield Taxiway could be built long before any commitments made by the FAA and Massport are implemented. This places the health of Logan Airport's neighbors in extreme jeopardy, based on the dangers of fine particulate matter generated by aircraft engines moved even closer to the neighborhoods.

CFTWEC Must Establish credibility, accountability and transparency

Re-affirm Government Oversight

1. The FAA and Massport should re-state their commitment to the mitigation measures in the ROD, and include specific projects and their dates of completions, indicating which projects must be completed before the CFTW is operational.
2. The FAA and Massport should state their commitments to the measures and projects proposed by the Winthrop – East Boston CFTWEC representatives, many of which are contained in this document³⁶. These are mostly in the ROD, anyway.

³⁵ ROD Appendix B – Issue 34 Response – page 60

³⁶ Quick and Easy Commitments and Action Commitments on following pages

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3. The written commitments should be sent to all the authorities with legal oversight, such as MEPA, EOE, Judge Margot Botsford, the CAC, and any other government or legal entity to be identified.
4. The written commitments should also be sent to the President of the Winthrop Town Council, and to the Mayor of Boston.

Establish Neighborhood Oversight Committee

In order to maintain neighborhood confidence, quarterly updates should be made to a committee consisting of MDEP, MDPH, and neighborhood representatives. Assuming the CFTWEC will be terminated, the FAA should coordinate the meetings, and the neighborhood representatives should be appointed by the Mayor of Boston and the Council President of Winthrop.

The agenda should include a review of project objectives and timelines.

CFTWEC Must Commit To Concrete Commitments

Quick and Easy Defined

The “Quick and Easy” commitments must be completed before any progress can be made, and are required for CFTWEC completion. They require no specific task, except for perhaps documenting the commitment.

Action Commitments Defined

Commitments to Action Plans are more specific. They have the advantage of clear communications, and allow the work to be *completed after* the CFTWEC is terminated. This is done today by using a project management methodology. The FAA probably has its own standards for project management, but for clarity’s sake a typical business-world project is defined by:

1. A Mission Statement
2. A set of objectives, using concrete terms and specific dates
3. A statement of project Scope
4. A detailed description of the work:
 - i. Task list, target dates, and task dependencies
5. Project Milestones. These are points for project review.

It is a four step process:

1. The project is described at a high level by a project team, and approved by the CFTWEC.
 - i. CFTWEC and MDEP/MDPH approve high level design
 - ii. After approval, the CFTWEC may be terminated, but the project team continues working on the project.
2. Step 2 is to create a detailed project plan.
 - i. The plan is reviewed by the “Neighborhood Oversight” committee described above, and issues are resolved.
3. Step three executes the tasks described in the project plan.

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4. Step four are milestone reviews of progress and project changes conducted by the “Neighborhood Oversight Committee”.

This allows for termination of the CFTWEC, and continued involvement of the MDEP/MDPH and the neighborhoods.

Quick and Easy Commitments

- ³⁷The FAA should state its level of authority for enforcing the mitigation measures in the ROD.
- The FAA should state its commitment to the mitigation measures in the ROD
- The FAA should define the Scope of the CFTWEC
 - The FAA should state that the scope of the CFTWEC includes environmental measures.
 - The FAA should state that the term “operational” is not limited to Tower Procedures, but also includes all airport operational procedures that may affect the Taxiway and Runway impact on the neighborhoods. Examples include: Gathering and analysis of emission data, and systems that may reduce over-crowding (PRAS and PPP).
- Commit to enforcement of the Certificate of environmental affairs:
 - ³⁸The Certificate recommends four actions; these will be discussed in “Action Commitments” below.
 1. Massport will develop a program designed to maximize the use of single engine taxi procedures by all of its tenant airlines.
 2. In addition, Massport shall conduct follow-up air quality monitoring in neighborhoods surrounding the airport and under the flight path of Logan Airport,
 3. in consultation with DEP and DPH.
 4. This information will provide valuable baseline data for future studies.

Action Commitments

Every one of these commitments applies to measuring and understanding environmental impact.

Get the Mass DEP/DPH involved with all current environmental analysis as part of the Durand directive.

The environmental impact of the CFTW is serious business. The proper skills should be utilized to ensure the reasonable accuracy of any environmental analysis. MDEP/MDPH have the knowledge and skills which the FAA and Community Members lack Without their involvement, there can be only amateur guesswork, which is too dangerous to employ.

³⁷ ROD VIII – pp1 page 21 and ROD Extracts establishing FAA Responsibility in this Document

³⁸ Section on Certificate of The Secretary of The Executive Office of Environmental Affairs (EOEA) (Robert Durand) in this Document

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Review the Gary Hufnagle operational procedures in a structured way:

Once a high level project plan, including follow-up and accountability measures has been accepted by the CFTWEC, the effort may be considered complete for purposes of CFTWEC reporting. It will be subject to on-going review by the “Neighborhood Oversight” committee described above.

Design Approach

- Create a representative list of scenarios. Scenarios should represent all combinations of runway usage, taxiway usage, traffic loads, over-schedules, pilot requests, atmospheric conditions, etc. Worst Case and Best Case scenarios should be identified from both operational and environmental viewpoints.
- Evaluate each scenario for environmental impact.
 - FAA, Community, and especially the MDPH/MDEP should be heavily involved.
 - The methods, and level of detail should be prescribed by the MDEP/MDPH. A two-pass approach of broad estimation (Hi-Med-Low), followed by a detailed analysis may be required.
 - The FAA EDMS 4.5 modeling system could be used, if MDPH/MDEP recommends
- Create action plans to mitigate high impact scenarios.

Commit to air quality monitoring in neighborhoods. (Durand)

Using the MDEP/MDPH as design consultants, begin *real-time* monitoring in the neighborhoods. First Official Data Analysis should occur before the CFTW is operational.

Build a Baseline of Emissions and Pollution Data (Durand)

This will depend upon Air Quality Monitoring in Neighborhoods. Using the MDEP/MDPH as design consultants, build the information system that will provide actual (vs modeled) emission and pollution data. The data may be used for model verification and for establishing the impact of current and future scenarios.

Analyze the Feasibility of Single Engine Taxiway Procedures (Durand)

Using the MDEP/MDPH as design consultants, establish the environmental benefits and drawbacks. Clarify the environmental benefits vs. operations issues.

Set a direction for all future monitoring systems to have a real time connection to all scheduling and decision systems

Using the MDEP/MDPH as design consultants, do a high level design of a “closed-loop management system” which would allow real-time environmental events to change tower operations, like weather forecasts do today. This would add environmental data to the indicators used for tower decisions. Interface specs would need to be defined for decision support systems.

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Conclusion (Getting on Track)

These recommendations are all about gathering and analyzing environmental data. The data will serve to define the reality of the environmental situation around Logan Airport. Sixteen “Action” items were offered by the neighborhood representatives, and rejected by the FAA in meeting #3 (5/27/05). They include towing, single-engine, berms, queue limits, etc They were made not only on the basis of common sense and history, but also on the *assumption* that they would help. In rejecting the “Actions”, the FAA also acted on assumption: that the operational nuisance caused by the action would not have any environmental value. Having the data should point to justifiable, feasible mitigation actions. This can only benefit both Logan’s neighbors, the FAA, and Massport.

The FAA has an opportunity to make Logan an environmental model for the world. If only they are interested in environmental fairness.

Report Conclusion:

Every effort has been made to bring reality and reason to this report. Considerable effort has been spent cross-referencing to the ROD, for the convenience of the reader. Additional effort has been spent pondering solutions which would allow the FAA to get on with terminating the CFTWEC and building the CFTW while taking action on neighborhood environmental concerns.

The Neighborhood Representatives have made every effort to be partners with the FAA, while still protecting our neighborhoods from environmental dangers.

We only hope the FAA does what it committed to do during the approval process.



U.S. Department
of Transportation
**Federal Aviation
Administration**

New England Region

12 New England Executive Park
Burlington, Massachusetts 01803

May 30, 2006

This document contains minutes of the Logan Airport Taxiway Reevaluation Meeting held on May 18, 2006.

Logan Airport Additional Taxiway Study Meeting Minutes

Date: May 18, 2006

Location: Logan International Airport, Air Traffic Control Tower

Attendance: Gary Hufnagle, FAA ATO
Bettina Peronti, FAA ATO
Fran Rowan, East Boston
Bob D'Amico, Boston
Art Flavin, Winthrop
Harvey Maibor, Winthrop
Christopher Menge, Harris Miller Miller & Hanson Inc.
Gail Lattrell, FAA
John Silva, FAA

Fran Rowan indicated that she would like to continue meeting and wanted complete and thorough community input.

Art Flavin passed around copies of a report that he had prepared.

Gary Hufnagle provided a briefing of the operational aspects of Phase 2 of the study. He went over the history of how the study team scoped and conducted Phase 1 and how Phase 2 was carried out.

Both Art Flavin and Bob D'Amico had questions about the ability of aircraft to turn and execute the sharp angle onto the proposed centerfield taxiway. Gary explained that it was currently happening on the Runway 4 arrivals, utilizing the same angle onto a taxiway. Gary went on to explain how the dwell time in the northern portion of the airfield would be reduced with the use of a centerfield taxiway.

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Art Flavin asked if there were any differences in the ability of narrow body aircraft versus wide body aircraft to utilize centerfield taxiway. Gary said that there would not be, and explained that since Runway 22L is longer, it is often requested on hot days. Art requested the figures for 2005 operations, both departures and arrivals from Gary. Gary agreed to provide the data.

Harvey Maibor said that averaging of noise over a 24-hour period was frustrating for them because the "100 dB blasts" are not captured or they are watered down due to low activity periods.

Fran asked a question about quieter jets and how they were represented in the data. Chris Menge responded that some jets were stage three, and some were not. Stage four aircraft are on the way, and government regulations, aging aircraft and other variables all weigh in on the fleet.

Fran noted during Chris Menge's presentation that there is a great deal of noise under the aircraft when they pass over a residence. Chris agreed and spoke to the footprint for noise in the presentation, and that the study did not attempt to characterize noise from aircraft while they were in the air.

Harvey asked why Loring Road monitor was not used to check the model for noise. Chris Menge responded that he chose the East Boston Yacht Club because of simple access, wind, ease in getting there and visual reasons. The model was conservative by design.

Fran Rowan brought up health and air quality issues. She said there was a serious problem with respiratory failure and a high incidence of cancer in Orient Heights. There are also many deaths from pancreatic cancer. Her larger concern is one of the quality of life.

Art Flavin asked about particulate matter and the 2.5 measurement of particulate matter. Chris committed to follow up with Mike Kenney to answer if particulate matter 2.5 was measured. The EIS shows particulate matter but not for aircraft.

Fran Rowan expressed concern that Massport has responsibilities under the Secretary Durand State Certificate. Her concern was that the Northeast is very heavily polluted and someone should be held accountable. Winthrop and East Boston are two communities working together to make a difference. She wanted to ensure that all of the 2002 Record of Decision commitments are completed.

Art Flavin asked if there would be public hearings for the Environmental Reevaluation. Gail advised that the final report would be available to the public as well as a 30 day public comment period on the Environmental Reevaluation. John Silva noted that there would not be additional public hearings.

John Silva went on to describe what the Reevaluation would consist of. The decision to approve the construction of the Centerfield Taxiway will be based on this report and a

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comparison of its methods and results to those of the EIS. If they do not differ significantly, then the analysis supports the EIS conclusions. The 30-day public comment period will be advertised to the EIS mailing list. We will not address the Part 61 findings. Then, we will produce a Record of Decision on the Centerfield Taxiway.

Art Flavin requested a letter to the Mayor of Boston and First Selectman of Winthrop indicating that the study was completed and that the neighborhood representatives were no longer actively working on the project.

FAA agreed to send those letters with the report to the Mayor and Selectman of Winthrop.