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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

(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:

LAND	DEPART
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.

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

Bettina M. Peronti
Air Traffic Manager
Boston ATCT

02/15/02 BOS TWR 7040.1G

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)

Wind Angle (Degrees) From Runway Heading	Wind Velocity (Knots)
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)

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

TAILWIND COMPONENT

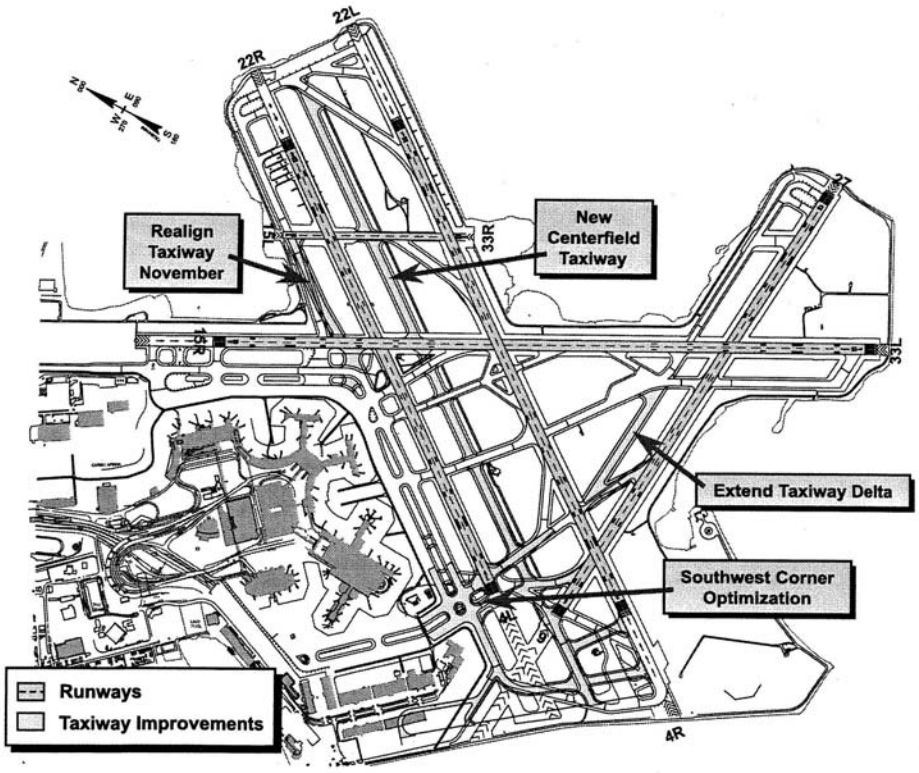
Wind Angle (Degrees) From Runway Heading	Wind Velocity (Knots)
100	20
110	14
120	10
130	7
135	7
140	6
150	5
160	5
170	5
180	5

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.

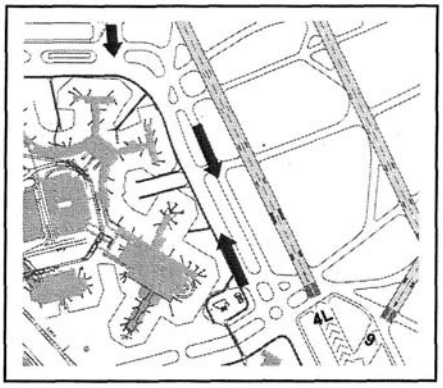
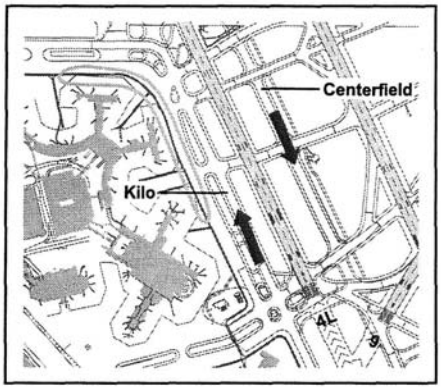
Figure 3.9-2 Proposed Taxiway Improvements

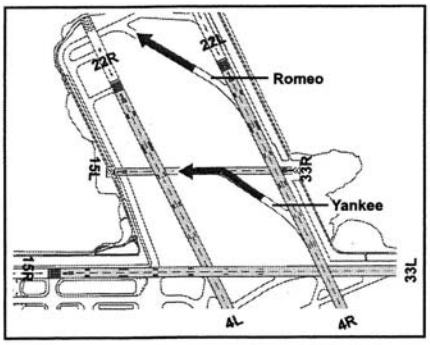
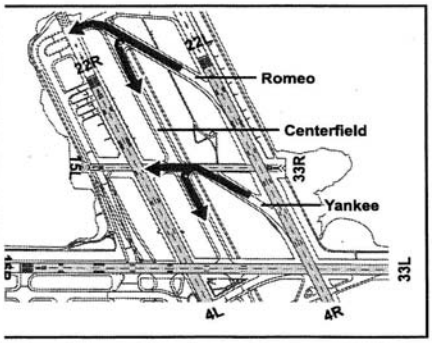
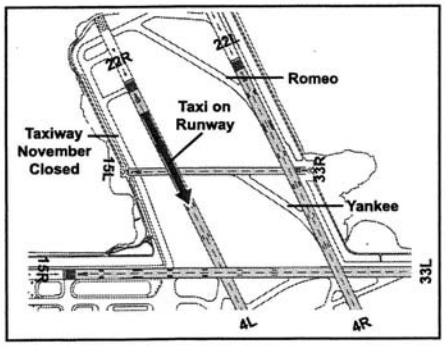
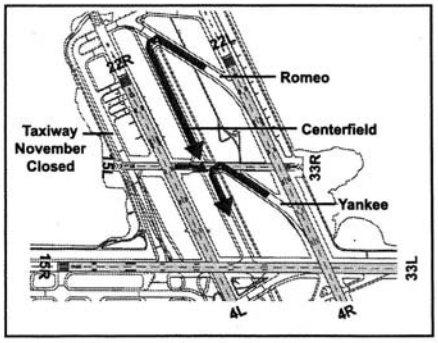


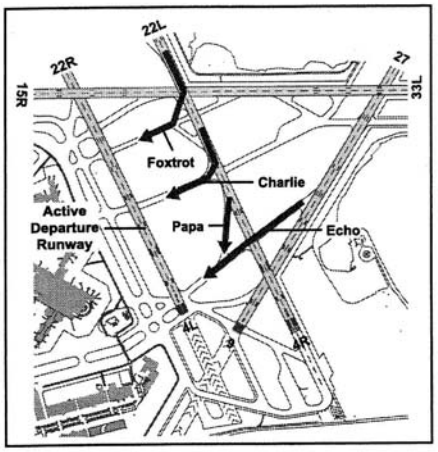
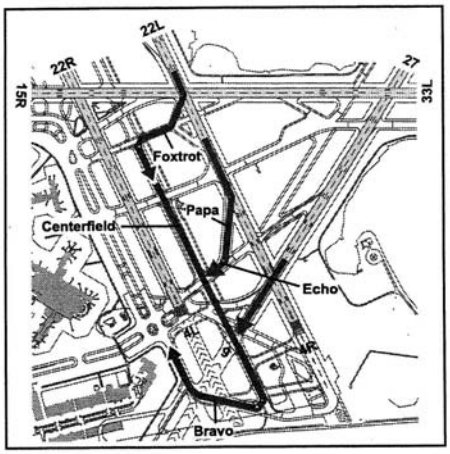
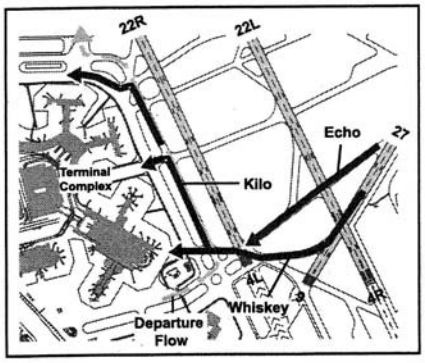
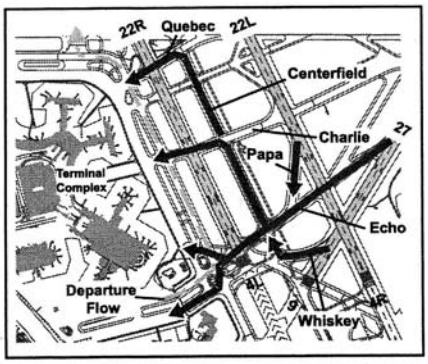
In response to public comments on the Supplemental DEIS/FEIR, a review of the use of the Centerfield Taxiway, as well as the other taxiway improvements, was conducted in April 2002 to examine any safety-related issues. Representatives of the FAA, including the Flight Standards Division and Runway Safety 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.

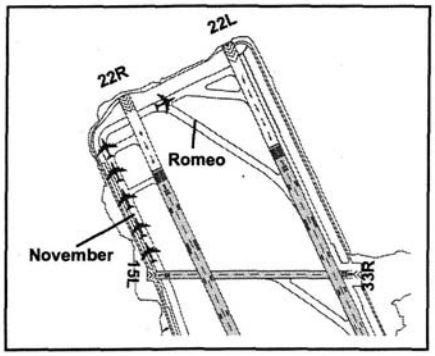
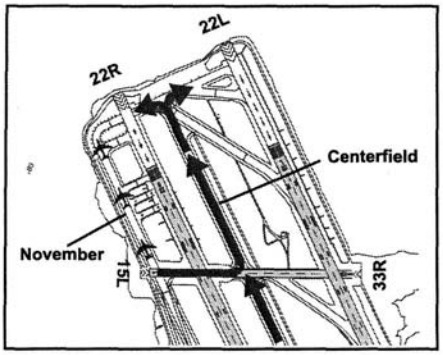
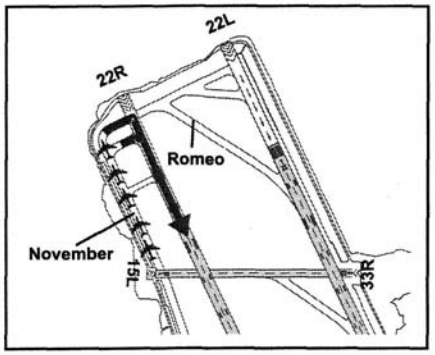
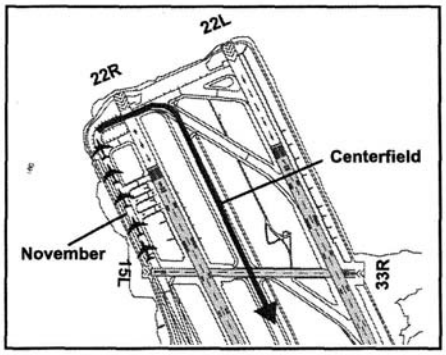
Table 3.9-1 presents more detailed operating procedures for the Centerfield Taxiway that illustrate how it achieves the previously listed enhancements in safety and efficiency with different runway configurations in effect. These operating procedures are consistent with the modeling performed and reported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

Table 3.9-1 Centerfield Taxiway Safety and Efficiency Enhancements

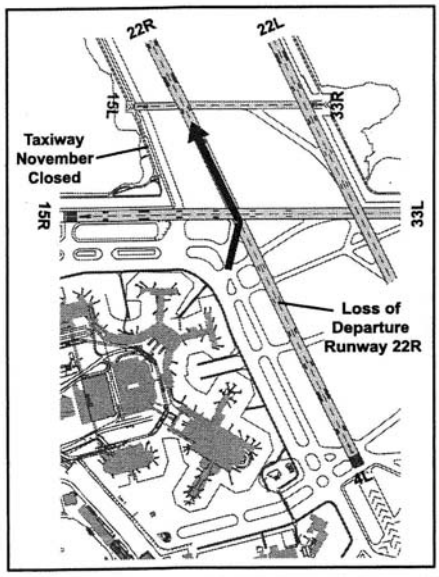
Existing Use	*Improvements*
Terminal Area Taxiway Congestion	
There is inadequate distance between portions of the gate area and the inner Taxiway Alpha. Aircraft cannot "push back" from gates without blocking Taxiway Alpha.	The Centerfield Taxiway can be used as a parallel route to supplement Taxiway Kilo.
	

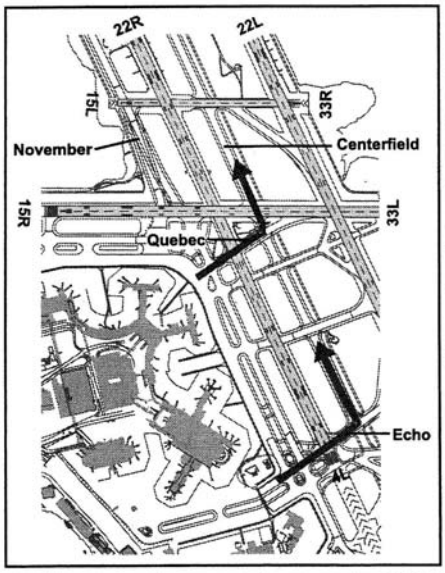
Existing Use	*Improvements*
Landing on Runways 4L and 4R & Departing on Runways 4L, 4R and 9	
Aircraft arriving on Runway 4R often have difficulty crossing Runway 4L. This creates delay and congestion in an area of the airfield close to residential areas. In addition, aircraft arriving on Runway 4R have 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.	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. 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)
	
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.	The Centerfield Taxiway provides a parallel route to minimize impact of any temporary closures of Taxiway November.
	

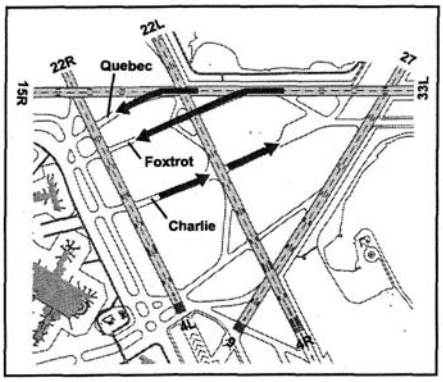
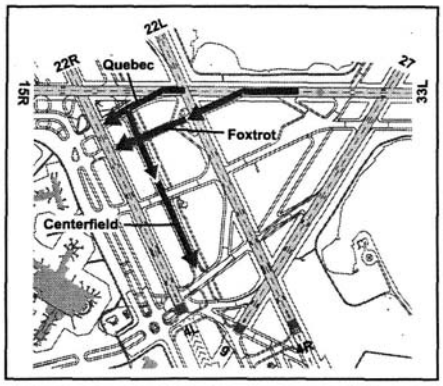
Existing Use	*Improvements*
Landing on 27/22L & Departing on 22R	
Arrivals to Runways 22L and 27 must cross active Runway 22R.	Arrival aircraft can use Centerfield Taxiway to access Taxiway Bravo clear of Runways 27 and 22R when there is significant departure activity on Runway 22R. This reduces runway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

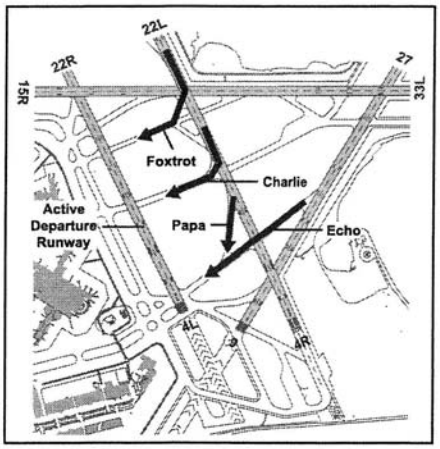
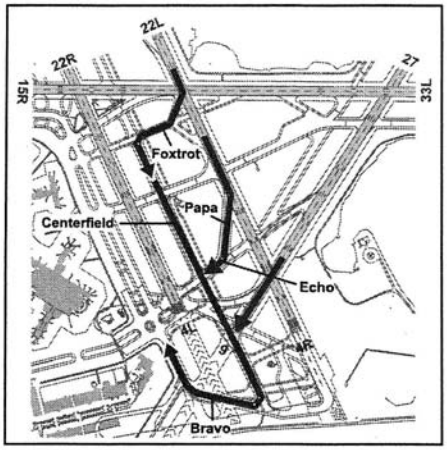
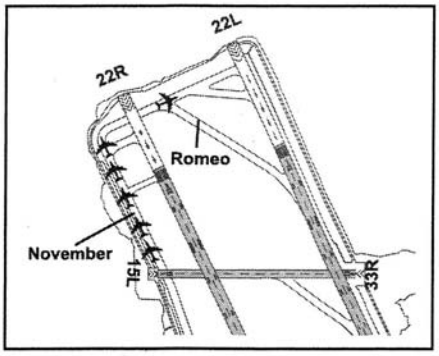
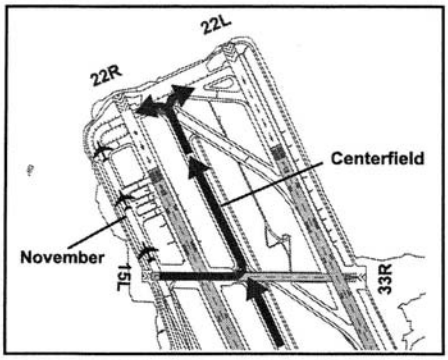
Existing Use	*Improvements*
The single path to Runways 22R and 22L inhibits the positioning of aircraft requiring Runway 22L's departure length, the repositioning of Runway 22R departures for restricted departure times, and the sequencing of aircraft to minimize wake vortex spacing. Aircraft issued ground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

Existing Use	*Improvements*
Departures from Runways 22L and 22R require Taxiway November. Disabled aircraft, snowplowing, or maintenance can close Taxiway November and cause significant delays.	The Centerfield Taxiway provides an alternate route when Taxiway November is under construction or closed for other reasons.





Existing Use	*Improvements*
Landing 33L/33R & Departing 27	
All arrivals must flow through the northeast corner of the terminal area, increasing congestion along with outbound aircraft heading for Taxiway Charlie.	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. *Note: Aircraft would not need to use the Centerfield Taxiway to cross Runway 33L when it is active.*
	

Existing Use	*Improvements*
Landing on 27/22L & Departing on 22R	
Arrivals to Runways 22L and 27 must cross active Runway 22R.	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.
	
During periods of high arrival demand on Runway 27, aircraft typically exit at Taxiway Whiskey and the queue builds when Runway 22R is active.	Runway 27 arrivals can avoid congestion at Taxiway Whiskey by using the Centerfield Taxiway to access alternate crossing points.
	

Existing Use	*Improvements*
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

	Taxiway Delays			Total Delay Reduction	
Fleet	All Improvements Except 14/32 Alt. 2	No Build Alt. 3	Delay Reduction	Preferred Alternative Alt 1A	Percent due to Taxiway Improvements
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)
NMS #7: Loring Road near Court Road, Winthrop						
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	-1.2	45.3	50.0	-4.7
Avg. Change			-0.3			-2.4
NMS #10: Bayswater & Shawsheen, East Boston						
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	1.4	43.6	45.1	-1.5
Avg. Change			0.4			-2.0
NMS #12: East Boston Yacht Club, East Boston						
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	0.8	48.4	49.8	-1.4
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 NO_2 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

	NO_2, Second Highest One-Hour Levels (micrograms per cubic meter)			
Receptor/Fleet	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".

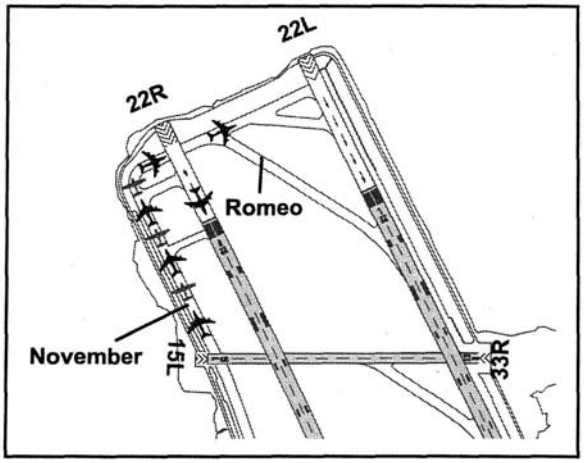
4.2.2.1 "Good Neighbor" Policy Regarding Taxiway November Queues

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 EOEA 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 EOEA 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, EOEA 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

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 though 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 November[10]. 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 **September 11, 2002**
Taxiway Evaluation Meeting

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.

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 Adminstrator 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.

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 1 5 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

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 LATTRELL	Airports	781 238 7615
Michelle Ricci	Airports	781 238 7631
Buddy Borgiol	BOS ATCT	~~781~~ 617 561-287
Terry Phelps	ANE 520	781-238-7526
ARCHER DAVIS	ANE 530.5	781-238-2535
Joe Sinnott	MITRE	703-883-7514
JOHN COVINO	BOS ATCT	~~78~~ 617-569-120
BOB SGROI	"	617 561-5781
John Ingahaara	"	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,

Patricia L. Gaventone

for 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	FAA Airports Division
Ed Patten	WIOTHKOP
[illegible]	Winthrop
[illegible]	Winthrop
BOB SGROI	FAA - BOS ATCT
John Ingegherro	FAA - BOS ATCT
Ron Hardaway	East Boston
BETTINA PERONTI	FAA-Boston ATCT
Anthony D'Avolio	East Boston MA-02128 ~~561-1738~~
Frances E. Rowan	East Boston MA- 02128
JOHN MELECIO	FAA BOSTON ATCT
BUDDY BORGIOLI	FAA BOSTON ATCT
JOE SINNOTT	MITRE CORP.
TERRY FLIEGER	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

1 Easel notes from 12-11-02 Citizens Mtg.doc

- Former hold line – betweeen 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

4 Easel notes from 12-11-02 Citizens Mtg.doc

- 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

5 Easel notes from 12-11-02 Citizens Mtg.doc

- 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

7 Easel notes from 12-11-02 Citizens Mtg.doc

- Concern with visitors parked watching the a/c movcement (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

8 Easel notes from 12-11-02 Citizens Mtg.doc

- Is there air quality (actual) monitoring that could identfiy 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

9 Easel notes from 12-11-02 Citizens Mtg.doc

- 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

10 Easel notes from 12-11-02 Citizens Mtg.doc

- 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.

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List of Concerns and Proposed Actions[1]

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.

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[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 of 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 PASSUR[2] and the use of one or more webcams.

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[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 contaminates 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

Page 2