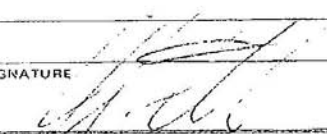


RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 9:35 AM	DATE March 3, 2006
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
Art Flavin of Winthrop (member of taxiway group)		SYMBOL	INITIALS
SUBJECT Letter on its way to me regarding participation in study from Town of Winthrop Noise, Air Pollution and Air Hazards Committee			
DIGEST			
<p>Art called to let me know that it would be receiving a letter from the Town of Winthrop and more specifically from the committee in town representing Noise, Air Pollution and Air Hazards, of which he is a member.</p> <p>He wanted to say [quote:] "I had absolutely nothing to do with the letter - if you want to discuss it, you have my email and you can reach me at 1-617-846-5069."</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
it responded to the letter and no other follow up -			
DATE 4-6-06	TITLE Airport Planner	SIGNATURE 	

FAA Form 1360-33 (4-75) FORMERLY FAA FORM 1522

U.S. GOVERNMENT PRINTING OFFICE: 1987-561-312



rhh118@comcast.net  
03/16/2006 04:48 PM

To Gail Lattrell/ANE/FAA@FAA  
brian.dumser@umb.edu (brian dumser),  
cc arlflavin@comcast.net (arl flavin), harvey@jenfayme.com  
(harvey malbor), bob.d'amico@ci.boston.ma.us (bob  
bcc  
Subject Revised/Final minutes of 11-18-05 CFT mtg.

History: This message has been replied to.

MS Lattrell:

Gail, haven't heard from you for a while...

I understand that Harvey sent you our collective comments so your minutes could be finalized  
[Centerfield Taxiway Evaluation meeting of 11-18].

Could you tell me if they have been sent and what is the schedule for the next meeting?

Thank you,

Ron Hardaway

Gail Lattrell/ANE/FAA  
ANE-610, Planning & Program  
03/17/2006 02:45 PM

To rhh118@comcast.net  
artflavin@comcast.net (art flavin),  
cc bob.d'amico@ci.boston.ma.us (bob d'amico),  
brian.dumser@umb.edu (brian dumser),  
bcc  
Subject Re: Revised/Final minutes of 11-18-05 CFT mtg. [📎]

Hello Ron,

Attached are the final meeting minutes. They went out to the group in December. We will be reconvening soon, the consultants are putting their documents together now and should have something within the next several weeks to share with us. Thank you Ron



Final November 18 2005 TaxiwayStudy.doc

Sincerely,

Gail Lattrell

rhh118@comcast.net

Gail Lattrell//ANE/FAA  
ANE-610, Planning & Program  
03/23/2006 11:46 AM

To "Round, Margaret (DPH)" <Margaret.Round@state.ma.us>  
cc ileo@massport.com  
bcc  
Subject Re: inquiry□

Good Morning Margaret,

The Taxiway has not been approved, its approval was deferred in the 2002 ROD pending an Environmental Reevaluation prepared by the FAA. The Reevaluation will be based on the study currently underway consistent with the ROD. We expect the study to be completed this spring and it will be followed by the FAA Reevaluation to determine approval status. I have been involved with the study and can give you more information if you need it.

Thanks

Gail L.  
"Round, Margaret (DPH)" <Margaret.Round@state.ma.us>



"Round, Margaret (DPH)"  
<Margaret.Round@state.ma.us>  
03/22/2006 01:47 PM

To Gail Lattrell//ANE/FAA@FAA  
cc  
Subject inquiry

Hi Gail - I just left you a message. I met you briefly at the 2005 aviation noise and air quality conference in Palm Springs. I am the project coordinator for the Logan Airport Health Study. The study was requested by the Massachusetts Legislature. I am trying to find out about the status of the FAA study to evaluate the "potential beneficial operational procedures that will preserve or improve the operational and environmental benefits of the Centerfield Taxiway." According to the 2002 ROD, the decision to approve the taxiway was apparently deferred because of community concerns. It is our understanding from discussion with Massport that the taxiway has been approved. Massport is proposing to conduct air quality monitoring as required under the EOECA 2001 Certificate. Would you please let me know the status of this study and where I can get information related to this specific issue? If you are not the person involved in this work, would you please forward this to someone who is?

Thank you, Regards,

Margaret

Margaret M. Round  
Environmental Analyst  
Massachusetts Department of Public Health  
Center for Environmental Health/  
Environmental Toxicology Program  
250 Washington Street, 7<sup>th</sup> floor  
Boston, Massachusetts 02108  
617-624-5757



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Federal Aviation Administration  
New England Region

12 New England Executive Park  
Burlington, MA 01803

March 27, 2006

Mr. Ron Hardaway  
18 Bayswater St.  
East Boston, MA 02128

Dear Mr. Hardaway:

We hope you are available to join us on the 19th Floor of the Logan Air Traffic Control Tower on May 18 at 10:00 am, to discuss the results of the summary report on the Taxiway November/Centerfield Taxiway analysis.

We would like to first share the results with you, and subsequently make the final document available to the public. The final report will provide additional information required for FAA to produce a final written environmental Reevaluation regarding the centerfield taxiway construction.

Should any of you have a conflict with the 18th of May, please advise so that I can work to reschedule to a time more convenient for the group. I look forward to confirming both your parking at the control tower lot and your attendance on May 18.

Thank you all.

Sincerely,

Gail Lattrell  
Community Planner

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U.S. Department  
of Transportation  
Federal Aviation  
Administration

Federal Aviation Administration  
New England Region

12 New England Executive Park  
Burlington, MA 01803

March 30, 2006

Mr. Jerome E. Falbo  
Vice Chairman  
Town of Winthrop  
Noise, Air Pollution and Airport Hazards Committee  
80 Jefferson Street  
Winthrop, MA 02152

Dear Mr. Falbo:

Thank you for your letter of February 28, 2006, regarding the Centerfield Taxiway Environmental Reevaluation. Our commitment in the 2002 Record of Decision for Logan Airside Planning Improvements was to meet with representatives from the neighborhoods adjacent to the northern portion of the airfield to solicit their concerns as we analyze taxiway operations to assess potentially beneficial operational procedures that would preserve or improve the operational or environmental benefits of the centerfield taxiway as shown in the EIS.

In September 2002, to facilitate our dialogue with the residents, we asked both Mayor Menino of Boston and then First Selectwoman Turner of Winthrop to appoint three citizens from the communities specified in the Record of Decision to represent their neighborhoods.

The study has taken more time than originally envisioned. Initially, the FAA was leading the study with the help of the Mitre/CAASD research team, already under a national contract. Subsequent to meetings that included representatives from East Boston (Bayswater and Constitution Beach) and Winthrop (Court Road), the FAA retained the consultant services of subject matter experts in noise and air quality to supplement the air traffic/airspace consultant.

The concerns/suggestions raised by the community representatives were evaluated utilizing air traffic control safety and efficiency screening criteria and broken into two phases. Phase 1 dealt specifically with evaluation of the existing November taxiway structure, while Phase 2 evaluated future taxi flow of both November and the Centerfield taxiway as shown in the FEIS.

It is our intention to reconvene with the community representatives soon to discuss the draft final report, once the consultants have completed their analysis. This meeting will afford these representatives, once again, an opportunity to discuss their concerns.

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2

You asked several questions regarding the 2002 Record of Decision. I have answered each one by like-numbered paragraphs.

1. The environmental evaluation conducted of present and future taxi operations, including the construction of a centerfield taxiway, was accomplished by and in accordance with the 2002 Final Environmental Impact Statement and Record of Decision.
2. The FAA and its consultants have conducted a study to include noise, air quality and visual impacts of taxiway November as well as the proposed centerfield taxiway.
3. The FAA has not entered into any 'plan' with Massport regarding this study.
4. The FAA has corresponded with and met on several occasions, with the locally appointed community representatives to identify their concerns and to solicit potentially beneficial operational procedures for Taxiway November and the Centerfield Taxiway.
5. The FAA has identified candidate actions that have been analyzed as part of this process. As your Winthrop representatives can attest, there were minimal concerns/suggestions analyzed that promised environmental benefit in the Phase 1, Taxiway November analysis.
6. Field studies were conducted for this analysis by our noise consultants. Our intent was to validate methods used to project the noise of aircraft in the queue on Taxiway November. While the air quality consultant conducted field visits in the spring of 2005, actual air quality monitoring was not conducted for this study. The summary of evaluation findings did not warrant additional field studies or modeling. Results were shared at the meeting in May 2005.
7. The FAA will consider the taxiway study and other appropriate documentation when preparing the written Reevaluation and prior to making any determination.
8. The input received from community representatives is part of the analysis and will be shared in its entirety, along with the analysis of each individual consideration and its conclusions upon completion of the study.
9. The FAA has evaluated potentially beneficial operational procedures as they relate to the taxiway operations in the northern portion of the airfield. Any discussion during meetings that would be more appropriately directed to the airport proprietor was shared with Massport.

Neighborhood representatives for Winthrop on this additional taxiway evaluation have been vocal, articulate and invaluable in their participation and contribution. The people of Winthrop are well served through their representation who share a collective passion for fairness and candor. Further, they have provided status updates to the Winthrop Board of Selectmen. We will continue to meet with these neighborhood representatives during this taxiway evaluation.

3

We will, as intended, share the document with the established neighborhood representatives. The final report and subsequent environmental Reevaluation will, of course, be made available to the public, and will further answer many of your questions in detail. Please do not hesitate to call.

Sincerely,

Gail Lattrell  
Planner

Cc: Mr. Art Flavin, Winthrop  
Mr. Harvey Maibor, Winthrop  
Mr. Brian Dumser, Winthrop  
Mr. Bob D'Amico, Boston  
Mr. Ron Hardaway, Boston  
Mr. Ed Patten, Boston  
Ms. Fran Rowan, Boston





**TOWN OF WINTHROP  
TOWN COUNCIL**  
Town Hall  
1 Metcalf Square  
Winthrop, Massachusetts 02152

President:  
Thomas E. Reilly

Vice President  
Russell C. Sanford  
Precinct 5:

Councilors-at-Large:  
Joseph V. Ferrino, Jr.  
Philip R. Boncore

Precinct 1:  
Richard D. Gill

Precinct 2:  
James Letterie

Precinct 3:  
Nicholas A. DelVento

Precinct 4:  
Jenne L. Maggio

Precinct 6:  
Linda J. Calla  
Susan J. Duplin  
Clerk of the Council

April 4, 2006

Mr. John Silva  
Manager, Environmental Programs  
Federal Aviation Administration  
12 New England Executive Park  
Burlington, MA 01803

Dear Mr. Silva:

The Town of Winthrop has learned that the Massport Board of Directors has voted to accelerate the construction of the proposed Centerfield Taxiway at Logan Airport. At a recent meeting, the Town Council voted to notify Massport, the Federal Aviation Administration and the Massachusetts Secretary of Environmental Affairs that we oppose this project because of its potential to negatively impact Winthrop with increased aircraft noise and air pollution.

We are very concerned that the accelerated construction may not include adequate adherence with the environmental mandates for the project. These include the June 5, 2001 Certificate of the Secretary of Environmental Affairs on the Environmental Impact Report and the subsequent Record of Decision dated August 2, 2002. We are unaware of any public participation or information being provided regarding the impacts on Winthrop. Therefore, we request that you provide us with information on the specific status of any permits and reviews necessary to meet the environmental requirements of this project.

Thank you for your assistance.

Sincerely,


Thomas E. Reilly  
Council President

APR 06 2006



"Harvey"  
<harvey@jenfayme.com>  
04/13/2006 01:48 PM

To Gail Lattrell/ANE/FAA@FAA  
<artflavin@comcast.net>, <Bob.D'Amico@ci.boston.ma.us>,  
cc <brian.dumser@umb.edu>, <harvey@jenfayme.com>,  
"Holloway, Ron" <rh118@comcast.net>  
bcc  
Subject Meeting May 18

History:  This message has been replied to.

Hello Gail:

Reference your letter dated March 27, 2006 (just received today, 04/13/06), regarding scheduling a meeting of the Taxiway Committee on May 18, 2006 to "discuss the results of the summary report on the Taxiway November/Centerfield Taxiway analysis."

What summary report, what results; did I miss something during the past few months? Before I can commit to a meeting for this purpose, I need a copy of whatever report (with all supporting documentation) you plan to discuss in sufficient time to thoroughly review it so as to be properly prepared to discuss it. This is especially necessary in view of your later statement to the effect "subsequently make the final document available to the public." This leads me to conclude that the proposed meeting will probably be our last meeting and therefore any subsequent documentation released as the work of the committee will be done without further committee input and agreement.

I look forward to receiving the requested materials.

Thanks Gail for your continued assistance in this important matter.

Harvey A. Maibor

New England Region  
Airports Division  
16 New England Executive Pk  
Burlington, MA 01803  
T 781 238 7615  
F 781 238 7608  
E gail.lattrell@faa.gov

rhhl18@comcast.net  
t

05/02/2006 04:59  
PM

Gail Lattrell/ANE/FAA@FAA

To

cc

brian.dumser@umb.edu (brian  
dumser), artflavin@comcast.net (art  
flavin), harvey@jenfayme.com  
(harvey maibor),  
bob.d'amico@ci.boston.ma.us (bob  
d'amico)

Subject

FAA's request for May 18 mtg.

Ms Lattrell:

Your invitation letter for the next meeting, indicates you want, "...to share the results and subsequently make the final document available to the public...". How can this be FINAL unless you have volumes of new material to present to us? Am I to understand, the FAA has beneficial operational procedures that will preserve and improve the operational and environmental benefits of a centerfield taxiway, as shown in the EIS?

As you know from the messages from Messrs. Flavin and Maibor, we are expecting clarification of content on the HMMH report that you indicated was due the end of April, before we agree to meet.

At our last meeting on November 18th, the committee collectively and individually, formally stated we were MEETING UNDER PROTEST because our elevated community concerns had been dismissed. Items were omitted from the meeting reports, which were not minutes of each item discussed. Other items were rejected due to the required time element and/or the added expense as perceived by the FAA. If no other reason could be found for rejecting our suggestions, they were tossed in the bottomless pit, labeled, "Conflicting with MASSPORT PROCEDURE".

For these reasons, I want to be specifically sure that we concur with the agenda, one week before the next meeting, to provide the community representatives preparation time to respond, if warranted, to what is presented. In the past, your consultants and staff have spent a lot of time and money on complex presentations, for example of what is going to happen in ten years, instead of addressing immediate problems.

I hope the FAA has some solid recommendations for the neighborhood's sake.  
I look forward to your prompt reply.

Sincerely,  
Ron Hardaway

-----  
The substance of this message, including any attachments, may be  
confidential, legally  
privileged and/or exempt from disclosure pursuant to Massachusetts  
law. It is intended  
solely for the addressee. If you received this in error, please  
contact the sender and  
delete the material from any computer.



"Art Flavin"  
<artflavin@comcast.net>  
05/04/2006 07:57 PM

To: Gail Lattrell/ANE/FAA@FAA  
cc  
bcc  
Subject: Fw: Purpose of next meeting

History: This message has been replied to.

Hi, Gail  
Since it's nearly two weeks since I sent the original, I thought a reminder would be in order.  
Thanks

----- Original Message -----

**From:** [Art Flavin](#)  
**To:** [Gail Lattrell](#)  
**Cc:** [brian dumser](#) ; [Ron Hardaway](#) ; [Harvey Maibor](#) ; [Bob D'Amico](#)  
**Sent:** Friday, April 21, 2006 5:50 PM  
**Subject:** Purpose of next meeting

Gail, I need some clarification about the May 18, 2006 meeting:

1. Will the FAA present its Final Report at this meeting, or a preliminary report, subject to modification?
2. Will the Community members of the Tway Committee have an opportunity to respond to this report:
  - a. At this meeting?
  - b. At a subsequent meeting?
  - c. How will the Community responses be recorded?
3. How will the responses of the Community Members be included in the report?
4. If this is the last meeting, in what way do we get our feedback into the final report?
5. Or, do you plan on making a one-sided report, without acknowledgement of the Community responses?

Thanks



rh118@comcast.net  
05/08/2006 01:50 PM

To: Gail Lattrell//ANE/FAA/FAA  
cc:  
bcc:  
Subject: FW: Proposed TAXIWAY EVALUATION/FAA Mtg 05-18-06

----- Forwarded Message: -----

From: rh118@comcast.net  
To: gail.lattrell@faa.gov (gail lattrell)  
Cc: brian.dumser@umb.edu (brian dumser), artflavin@comcast.net (art flavin),  
harvey@jenfayme.com (harvey maibor), bob.d'amico@ci.boston.ma.us (bob d'amico)  
Subject: Proposed TAXIWAY EVALUATION/FAA Mtg 05-18-06  
Date: Mon, 08 May 2006 17:43:42 +0000  
Ms Lattrell - FAA

Gail:

Your request for a 05-18 meeting raised many questions. Harvey, Art & I sent you our comments and requests for additional information, but I have not seen any reply. Can you please give us a BRIEF indication of your reply, so we may plan our immediate schedule?

Thank you...Ron Hardaway



"D'Amico, Bob"  
<Bob.D'Amico@cityofboston.gov>  
05/09/2006 01:09 PM

To Gail Lattrell/ANE/FAA/FAA, <rh118@comcast.net>  
"art flavin" <artflavin@comcast.net>, "brian dumser"  
cc <brian.dumser@umb.edu>, "harvey maibor"  
<harvey@jenfayme.com>  
bcc  
Subject RE: FAA's request for May 18 mtg.

Gail,

I have a meeting with Massport on their runway extension proposal on the 18th of May at 10:00 AM in City Hall. Could you re-schedule this meeting?

Bob D'Amico

-----Original Message-----

From: gail.lattrell@faa.gov [mailto:gail.lattrell@faa.gov]  
Sent: Tuesday, May 09, 2006 10:00 AM  
To: rh118@comcast.net  
Cc: art flavin; D'Amico, Bob; brian dumser; harvey maibor  
Subject: Re: FAA's request for May 18 mtg.

Hello all,

We look forward, as always to seeing you at the meeting on the 18th of May. What we intend to accomplish is to share a power point presentation of the results of the consultants analysis and modeling for Phase 2 of the study. We will then invite your thoughts and comments on the work and subsequently have the consultant complete the written report for us. Next, we will share the final document with each of you and the report will assist FAA in writing an environmental reevaluation. The reevaluation will be followed by a Record of Decision for the Centerfield Taxiway Project. We will go over the timeline and all the steps along the way at the meeting as well in greater detail...Again, I will need to get your license plate information and car type in order to get parking squared away for you. The new access to the parking garage is as follows:

From the lower level (Arrivals) Inbound Road, take the first left exit to "Parking" and "Airport Exit". After the turn off to Central Parking, take the next right to enter the Tower Lot. Proceed to the gate and ring the buzzer.

Thank you for your continued participation and assistance....See you on the 18th of May at 10 am, at the base of the air traffic control tower at Logan.

Sincerely,

Gail

Gail Lattrell

Gail Lattrell/ANE/FAA  
ANE-610, Planning & Program  
05/09/2006 10:00 AM

To rhh118@comcast.net  
artflavin@comcast.net (art flavin),  
cc bob.d'amico@ci.boston.ma.us (bob d'amico),  
brian.dumser@umb.edu (brian dumser),  
bcc  
Subject Re: FAA's request for May 18 mtg. □

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Thank you for your continued participation and assistance.....See you on the 18th of May at 10 am, at the base of the air traffic control tower at Logan.

Sincerely,

Gail

Gail Lattrell  
New England Region  
Airports Division  
16 New England Executive Pk  
Burlington, MA 01803  
T 781 238 7615  
F 781 238 7608  
E gail.lattrell@faa.gov  
rhh118@comcast.net



rhh118@comcast.net  
05/02/2006 04:59 PM

To Gail Lattrell/ANE/FAA@FAA  
brian.dumser@umb.edu (brian dumser),  
artflavin@comcast.net (art flavin), harvey@jenfayme.com  
cc (harvey maibor), bob.d'amico@ci.boston.ma.us (bob  
d'amico)  
Subject FAA's request for May 18 mtg.



Ms Lattrell:

Your invitation letter for the next meeting, indicates you want, "...to share the results and subsequently make the final document available to the public.....". How can this be FINAL unless you have volumes of new material to present to us? Am I to understand, the FAA has beneficial operational procedures that will preserve and improve the operational and environmental benefits of a centerfield taxiway, as shown in the EIS?

As you know from the messages from Messrs. Flavin and Maibor, we are expecting clarification of content on the HMMH report that you indicated was due the end of April, before we agree to meet.

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For these reasons, I want to be specifically sure that we concur with the agenda, one week before the next meeting, to provide the community representatives preparation time to respond, if warranted, to what is presented. In the past, your consultants and staff have spent a lot of time and money on complex presentations, for example of what is going to happen in ten years, instead of addressing immediate problems.

I hope the FAA has some solid recommendations for the neighborhood's sake. I look forward to your prompt reply.

Sincerely,  
Ron Hardaway

05/26/2006 09:18 101230/000 FAA AIRPORTS PAGE 02/02

Logan Taxiway Study May 18, 2006

Gail Lattrell	FAA	781-238-7615
Stanley J. Gibas	Winthrop	617-846-9085
Bob Flaxum	"	617-846-5049
Christopher Menge	HMMH	781-229-0707
BOB D'AMICO	BTD	617-635-3076
FRAN ROWAN	EAST BOSTON	617-567-1730
BERTINA PERONTI	FAA	617-455-3170
GARY HUFNAGLE	FAA	617-455-3143

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

**Phase 2: Centerfield Taxiway Operations**

Presented May 18, 2006

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

**Outline of Presentation**

- Centerfield Taxiway (Phase 2) Study Process and Results
- Definition of Study Scope and Alternatives
- Operations Analysis
- Noise Analysis
- Air Quality Analysis
- Conclusions
- Next Steps

### Phase 2 Study

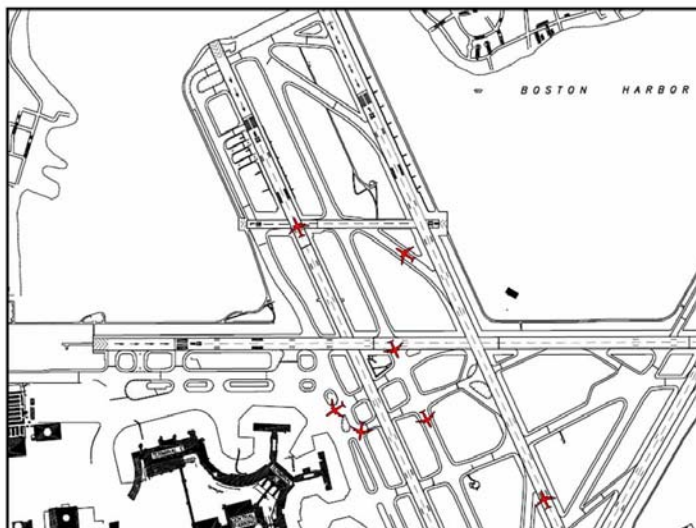
- **Origin: August 2002 ROD for Logan Airside Improvements Planning Project deferred decision on approval of the Centerfield Taxiway pending results of an additional, two-phase evaluation of taxiway operations in the northern portion of the airfield**
- **ROD states that the additional evaluation “assess potential beneficial operational procedures that would preserve or improve the operational and environmental benefits of the Centerfield Taxiway as shown in the EIS”**

### Phase 2 Study Scope

- **November 18, 2005 meeting with community representatives to**
  - Review Phase 2 study scope
  - Review operational characteristics of Centerfield Taxiway
  - Solicit community concerns

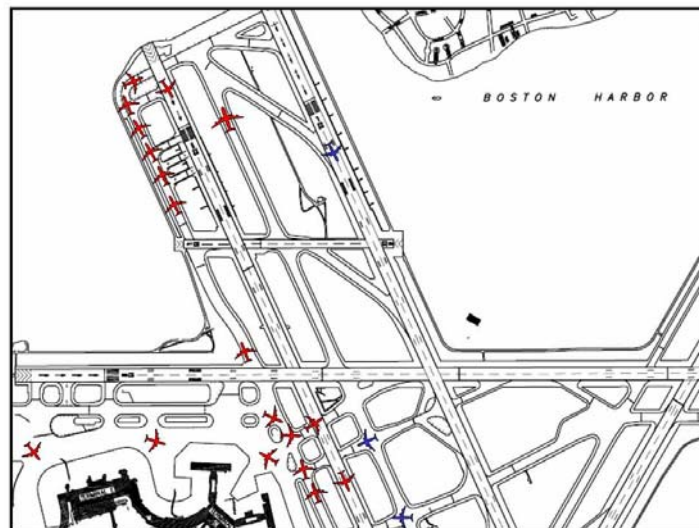

**Review Operational Characteristics**

- **North flow – Arrivals on Runways 4L and 4R**
  - Centerfield taxiway significantly increases safety and efficiency (FEIS)
  - Aircraft return to terminal area more quickly
  - Particularly for arrivals on Runway 4R
- **Schematic from November 2005 presentation**



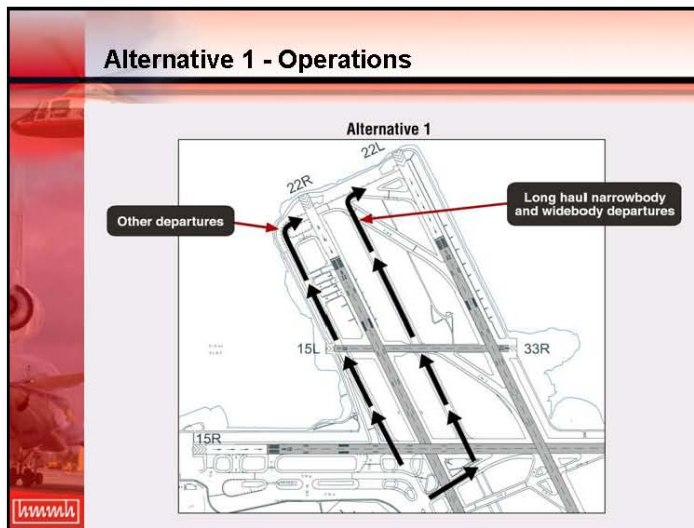
**Review Operational Characteristics**

- **Southwest Flow – Departures on Runways 22R and 22L**
  - Centerfield taxiway significantly increases safety and efficiency (FEIS), majority outside taxiway study area
  - Aircraft departing Runway 22R normally use November Taxiway
  - Aircraft departing Runway 22L normally use Centerfield Taxiway
- **Schematic from November 2005 presentation**



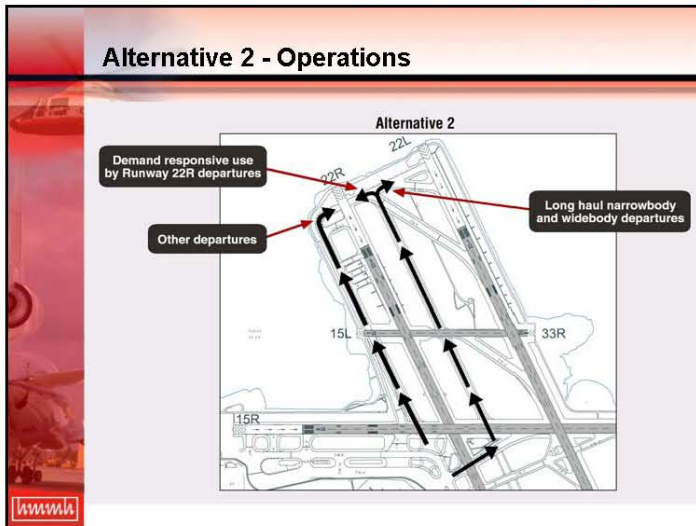
### Phase 2 Study Scope

- **North flow – obvious increase to safety, efficiency and reduced queue time. No need to model north flow in study**
- **Southwest flow “brackets”**
  - Alternative 1 – model use of taxiways to potentially maximize departure queue efficiency & minimize departure queue time
    - November to R/W 22R, Centerfield to R/W 22L



### Phase 2 Study Scope

- **Southwest flow “brackets”**
  - Alternative 2 (community representative concerns raised over additional departure queuing on Centerfield Taxiway) - model use of taxiways to potentially balance departure queues on November and Centerfield Taxiways
    - November to R/W 22R, Centerfield to R/W 22L & 22R



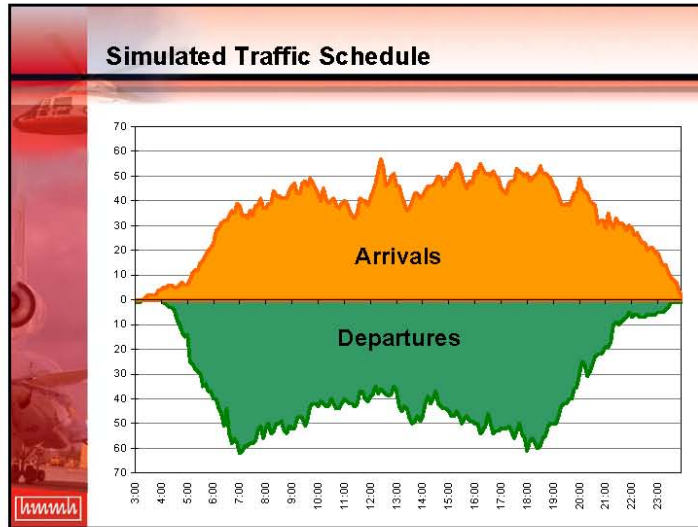


### Phase 2 Study Scope

- **Southwest flow – evaluate Alternatives 1 and 2**
  - Operations – model and compute total taxi and queue times for a “high-activity” day in 2010 from FAA’s Terminal Area Forecast – forecasted 1,503 flights
  - Total Airspace and Airport Modeler (TAAM) - simulation tool used to produce taxi/queue and departure/arrival times for modeling Runways 22R and 22L in continuous use for departure on selected “high-activity” day
  - Noise analysis of both alternatives at four community noise monitor sites
  - Air quality analysis – total emissions inventory

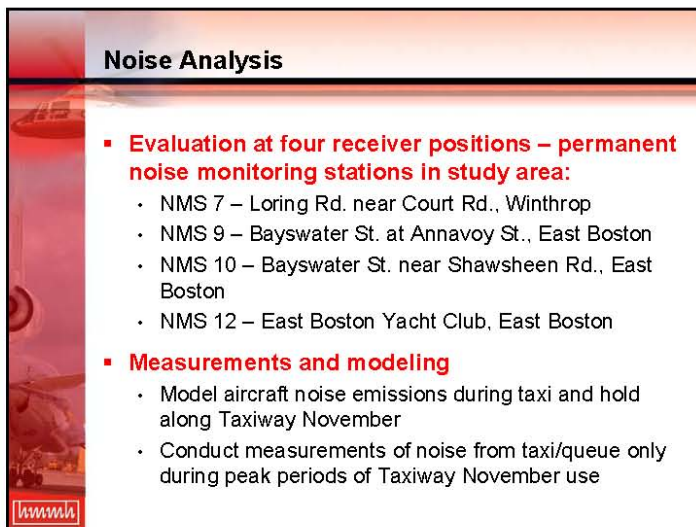
### Simulated 2010 Aircraft Activity Levels

Aircraft Group	2010 Operations (TAF)	
	Annual	“High-Activity Day” TAAM traffic
Air carrier	246,909	776
Air taxi/Commuter (incl. regional jets)	191,326	600
General aviation/Military	40,417	127
<b>Total</b>	<b>478,652</b>	<b>1,503</b>



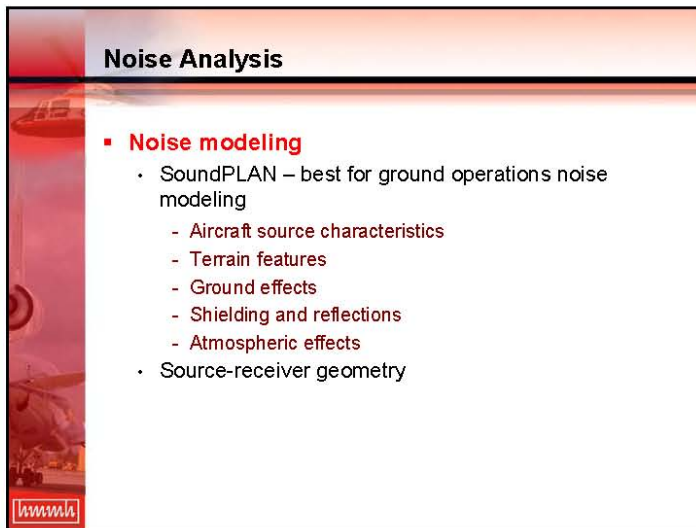
**Total 24-hour Departure Taxi/Queue Time**

Location	Period	Total Taxi/Queue Time (minutes)	
		Alternative 1	Alternative 2
North of Runway 15L	Day	4,054	5,496
	Night	151	151
	<b>Subtotal</b>	<b>4,205</b>	<b>5,647</b>
South of Runway 15L	Day	1,296	800
	Night	81	81
	<b>Subtotal</b>	<b>1,377</b>	<b>881</b>
<b>Total</b>		<b>5,582</b>	<b>6,528</b>



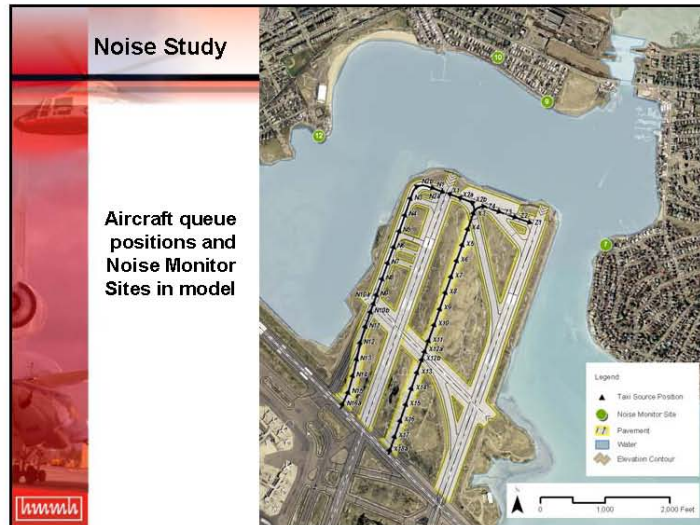
### Noise Analysis

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



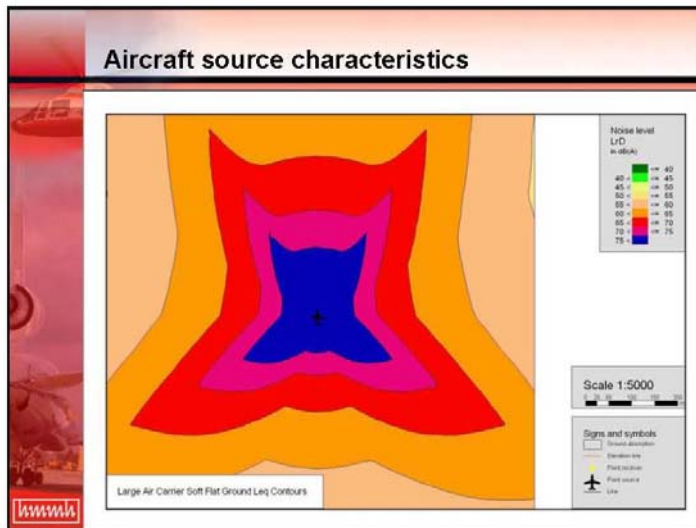
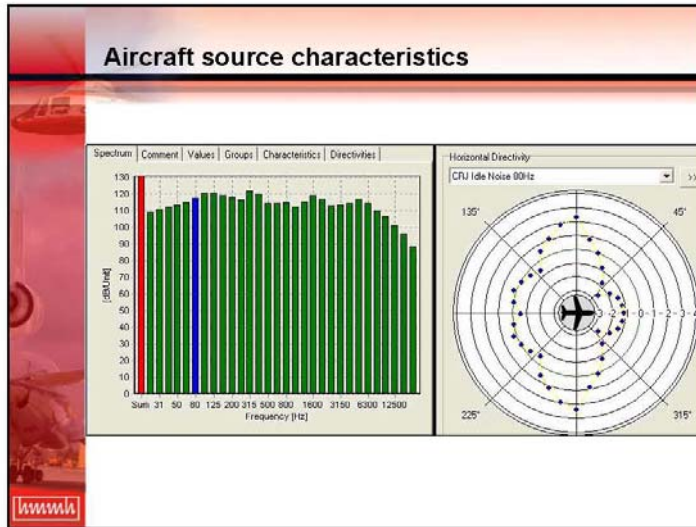
### Noise Analysis

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



### Action 2: Noise Analysis

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



### Noise model validation

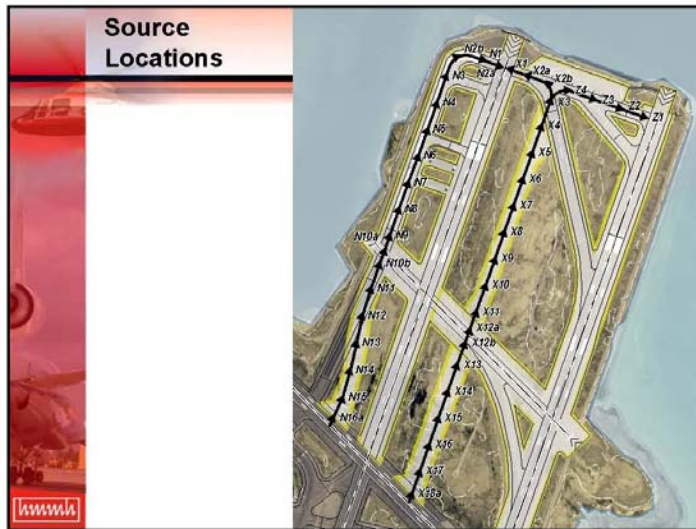
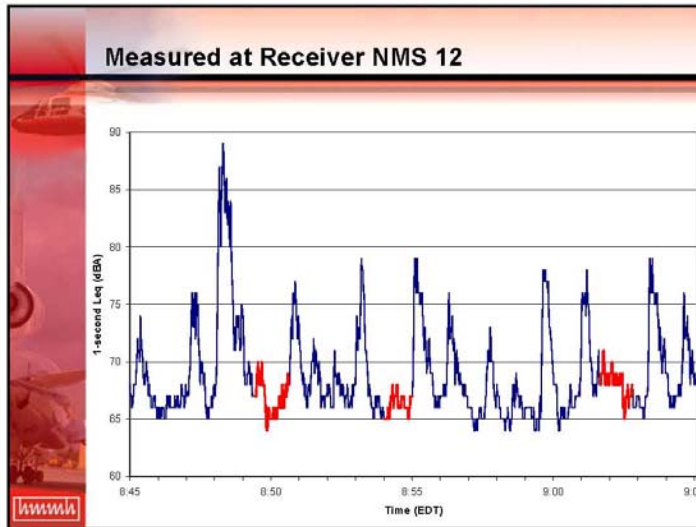
#### ▪ Comparison with measurements

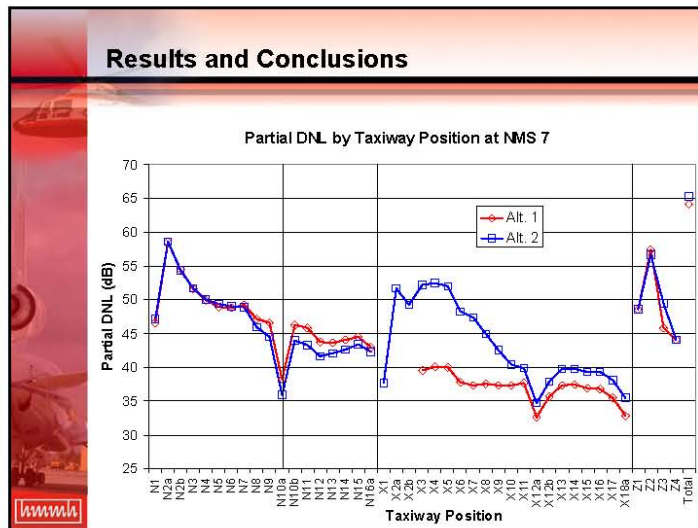
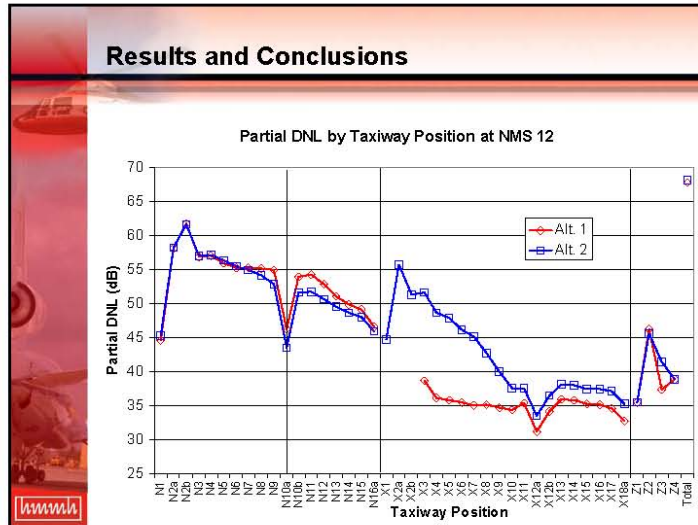
- Receiver at NMS 12 – East Boston Yacht Club
- Receiver at NMS 10 – Bayswater St. at Shawshen Rd.



### Noise measurements at NMS 12 Site at East Boston Yacht Club









Computed DNL Values at Monitor Sites			
Permanent Noise Monitoring Station	Alternative 1 Total DNL (dBA)	Alternative 2	
		Total DNL (dBA)	Increase re Alternative 1 (dB)
NMS 7	64.2	65.3	1.1
NMS 9	66.8	68.4	1.6
NMS 10	65.7	66.8	1.1
NMS 12	67.8	68.1	0.3

### Noise Analysis

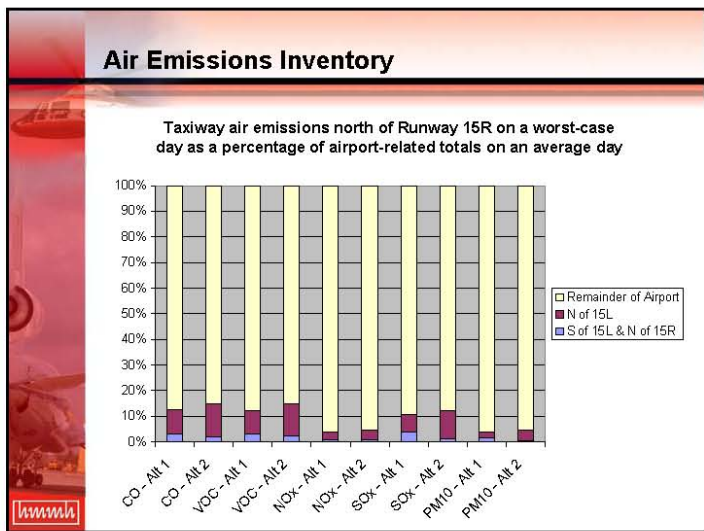
- **Conclusions**
  - Slightly higher noise exposure from Alternative 2
  - The increases in total departure taxi/queue times have a more significant effect than the relocation of aircraft
  - Computed differences in noise exposure do not constitute a "significant" difference per FAA *annual average* DNL Criteria, because flight activity noise dominates the overall noise exposure in the community

### Air Quality Analysis

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

### Air Emissions Inventory

Location and time period	Alternative	Pollutant (tons per day)				
		CO carbon monoxide	VOC volatile organic compounds	NOx nitrogen oxides	SOx sulfur oxides	PM particulate matter
North of Runway 15R/33L on worst-case day	Alt. 1	1.72	0.27	0.27	0.06	0.009
	Alt. 2	2.04	0.33	0.33	0.07	0.011
<b>Airport-related totals for an average day</b>		<b>13.58</b>	<b>2.23</b>	<b>7.20</b>	<b>0.59</b>	<b>0.24</b>



- ### Air Quality Analysis
- **Conclusions**
    - Alternative 1 has lower emissions than Alternative 2
    - Fewer emissions generated north of Runway 15L with Alternative 1 compared to Alternative 2
    - Emissions on Centerfield and November taxiways are a small percentage of the overall total at the airport
    - Neither alternative expected to have a significant impact on regional air quality, due to small differences in emissions
    - Local air quality in East Boston and Winthrop will not likely experience any measurable effects from either alternative

### Overall Phase 2 Study Conclusions

- **Alternative 2 – Modeling conclusions reflect a somewhat less efficient use of taxiways, resulting in a 17% net increase in overall taxi/queue time for a select 2010 TAF “High-Activity” day (24 hours) with continuous departures on Runways 22R and 22L**
- **Both noise and air quality studies concluded that environmental differences between two alternatives is quite small, so no significant benefit using one alternative over the other**
- **Although Alternatives 1 & 2 bracketed the full range of modeled taxiway use in the northern portion of the airfield, no potentially beneficial operational procedures yielding environmental benefits were identified**

### Next Steps

- **Reports of this study distributed**
  - May 2006
- **FAA prepares Written Reevaluation**
  - Press release announcing document availability
- **Public comment period**
  - Comments and responses
- **ROD issued**

**A Neighborhood Representative's Perspective  
On The Proceedings of  
The Centerfield Taxiway Evaluation Committee  
And  
Recommendations for Environmental Fairness  
For the People of Winthrop and East Boston  
May 18, 2006**

*Quis Custodiet ipsos custodias*  
- Juvenal

Arthur J. Flavin, Sr. A Winthrop Representative to the Centerfield Taxiway Evaluation Committee
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**Purpose of this document.**

The purpose of this document is to propose a new approach to the proceedings of the CFTWEC. This approach will fulfill the mission of the Committee by:

- Enabling the timely construction of the Centerfield Taxiway, thereby achieving the operational and safety benefits claimed by Massport and the FAA
- Satisfying the Environmental Requirements of the East Boston and Winthrop neighborhoods for the present and the foreseeable future.

An important side benefit would be the restoration of trust and the creation of a mutually beneficial relationship between FAA/Massport and its neighbors.

The first part of the document states my position, and my reasons, for declaring the Centerfield Taxiway Evaluation Committee (CFTWEC) incomplete in its current status (as of May 17, 2006), and therefore causing the continuation of the deferral of the CFTW. The last section contains the recommendations that would help to satisfy the environmental concerns of Logan Airport's neighbors, thereby allowing the completion of the Committee's work.

This document begins by clarifying some of the major issues in dispute between the Community Representatives and the FAA Representatives on the CFTW Evaluation Committee.

In particular these major issues are:

- The lines of Authority and responsibility among the FAA, Massport, and the Airlines
- The Mission and Scope of the CFTWEC Project
- The Certificate from the Secretary of Environmental Affairs (Durand)

These major issues are the source of many other issues, particularly the evaluation of any matter dealing with air quality or environmental impacts.

This document, in its current form, is solely a description by Art Flavin, Sr. of his positions on major issues confronting the Centerfield Taxiway Committee, and is subject to review and comment by the other Community Representatives. It is also intended to be entered into the minutes of the FAA-Community meeting of May 18, 2006.

After review by the CFTWEC neighborhood representatives, we reserve the right to have a new document replace or supplement this document.

**Document Format**

This document contains many excerpts from the ROD. The excerpts are exact extracts from the ROD, with minor changes, such as bold print, for clarity. Each extract contains footnote references to locations in the ROD, for convenience of verification.

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The document is very detailed. For those inclined to skim, each extract from the ROD is preceded by a short summary called “Synopsis”. The Synopsis is my interpretation of the meaning and intent of the ROD extract.

Some ROD extracts appear more than once, for the convenience of the reader. Layers of cross-references have been avoided

**Introduction: Major Sources of Contention**

Throughout the four CFTW Evaluation Committee meetings there have been two major sources of contention:

- What actions are the responsibilities of the FAA in implementing the ROD commitments and the Community recommendations?
- What recommendations are within the prerogatives and duties of the CFTW Evaluation Committee?

These are discussed in detail under the following headings:

- Lines of Authority amongst FAA, Massport and Airlines
- Significance of the CFTWEC
- Mission and Scope of the CFTWEC
- The applicability of the Certificate of the Secretary of Environmental Affairs

Agreement on these topics is fundamental to the execution of the Committee’s core purpose. Unless they are resolved, the Community input is so severely limited that the proceedings become a one-sided FAA exercise, thereby failing to comply with the charter of the Committee. Many of the Community concerns involve air quality. **If these and other Community concerns are dismissed because the FAA decides they don’t fit into their view of the project, then the project itself is invalid and incomplete, and the CFTW deferral should continue.**

**Consequences of limiting, or failing to act upon, Community Input**

*The expressed purpose of the CFTWEC is to gather and seek to resolve neighborhood concerns. These include “at least noise, air quality and visual impacts”. The solution to the concerns would be evaluated by measuring environmental benefit against implementation feasibility.*

**ROD Extract 1: Why the CFTWEC was created**

*Synopsis: The CFTWEC was created to provide an additional evaluation of taxiway operations, because of citizen concerns. (The meaning of “taxiway operations” is discussed in the “Scope” topic<sup>1</sup>)*

<sup>2</sup>FAA is deferring any decision to approve the Centerfield Taxiway pending additional evaluation of taxiway operations north of Runway 15R/33L. Although

<sup>1</sup> Mission and Scope of the CFTW Evaluation Committee

<sup>2</sup> ROD VIII – Section 3 – pp 1 – page 24

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the analysis in the EIS states that the Centerfield Taxiway has environmental benefits and does not adversely impact noise or reduce air quality in the areas adjacent to the northern portion of the airfield, residents of the East Boston (Bayswater and Constitution Beach) and Winthrop (Court Road) neighborhoods closest to the existing Taxiway November and proposed northern end of the Centerfield Taxiway have specifically expressed their concerns about the Centerfield Taxiway.

Residents of these neighborhoods have also expressed concerns regarding the use of Taxiway November and have questioned FAA's compliance with the existing "good neighbor" policy regarding queuing aircraft on Taxiway November (Footnote 10).

**ROD Extract 2: Role of the Neighborhood Representatives:**

*Synopsis: FAA is to gather neighborhood concerns and solicit potential actions.*

<sup>3</sup>Specifically, this first part of Phase 1 would have the following tasks:

- o Identify and review federal and state policies, regulations, and directives related to community concerns with taxi operations north of Runway 15R/33L. These include, **at least, noise, air quality, and visual impacts.**
- o Meet with representatives from neighborhoods surrounding the north end of the airport to better ascertain their concerns, solicit potential actions to address their concerns, and discuss operational difficulties in meeting current policy.
- o Review neighborhood concerns in the context of relevant federal and state policies, regulations, and directives in order to determine which relate to neighborhood concerns.

**ROD Extract 3: Mission of CFTWEC**

*Synopsis: This is the Mission Statement of the CFTWEC. It clearly states that environmental benefits, as well as operational benefits, will be addressed.*

"Given these concerns, FAA will conduct an additional evaluation of taxiway operations in the northern portion of the airfield to **assess potential beneficial operational procedures that would preserve or improve the operational**

<sup>3</sup> ROD VIII – Section 3 – pp 3 – list items 1 thru 3 – page 25

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and environmental benefits of the Centerfield Taxiway as shown in the EIS.”<sup>4</sup>

*Note the “and” conjunction between “operational” and “environmental” benefits.*

***The Consequences of Limited Community Input***

*Unless Community Input is seriously addressed, the purpose of the CFTWEC will not be achieved, and the CFTW deferral must continue..*

**Overview: Lines of Authority amongst FAA, Massport and Airlines**

The lines of authority are interwoven by a complex set of government laws, regulations and orders and are subject to manipulation by wonks. This document uses only statements from the ROD for its reasoning. We assume the ROD to be valid because it's the basis for FAA justification of “The Preferred Alternative”: Runway 14/32 and the CFTW.

The organization is almost, but not quite, hierarchical in nature. Therefore there are three combinations of authority lines to consider:

- FAA – Massport Lines of Authority
- Massport – Airlines Lines of Authority
- FAA – Airlines Lines of Authority

***Lines of Authority between the FAA and Massport***

***Background***

From the very first meeting, The Community Representatives have strived to get the FAA to recognize FAA responsibility in getting Massport to commit to the directive issued by the then Massachusetts Secretary of Environmental Affairs, Mr. Robert Durand. In particular, the directive states:

***Executive Office of Environmental Affairs (EOEA) Certificate Extract 1:***

*Synopsis: Secretary Durand directs Single Engine Taxiway Procedures, Air Quality Monitoring in the neighborhoods, consultation with the DEP and DPH, and the establishment of a baseline of pollution data.*

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

<sup>4</sup> ROD VIII – Section 3 – pp 1 – page 24

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with DEP and DPH. This information will provide valuable baseline data for future studies.<sup>5</sup>

It should be noted that this is not an extreme request by the Community; the directive is issued by the Mass Secretary of Environmental Affairs, and is therefore state policy, and enforceable by MEPA (Massachusetts Environmental Policy Act).

***ROD Extract 1: State Policies must be honored***

*Synopsis: In describing the actions to be performed in Phase I of the CFTWEC Proceedings, the ROD mandates that State Policies be honored.*

<sup>6</sup>Review neighborhood concerns in the context of **relevant federal and state policies, regulations, and directives** in order to determine which relate to neighborhood concerns.

***ROD Extract 2: The Secretary's directive was discussed by the SDEIS Panel***

*Synopsis: The SDEIS and Final EIR contained the Secretary's directive.*

<sup>7</sup>FAA arranged for a number of technical presentations to the (SDEIS) Panel and developed a Scope of Work for the SDEIS that reflected concerns of the Panel. The SDEIS also reflected issues raised by the Secretary of Environmental Affairs and was subsequently published as a joint SDEIS/Final EIR.

In subsequent meetings, the Community Representatives on the Taxiway Committee also tried in vain to introduce new environmental issues, (e.g. Real time pollution monitoring) as directed by this ROD extract:

***ROD Extract 3: The CFTWEC Mission includes new environmental issues: improving the environment***

*Synopsis: The mission of the CFTW Committee includes improving environmental benefits.*

"Given these concerns, FAA will conduct an additional evaluation of taxiway operations in the northern portion of the airfield to **assess potential beneficial operational procedures that would preserve or improve the operational and environmental benefits of the Centerfield Taxiway as shown in the EIS.**" <sup>8</sup>

Unsuccessful attempts were also made to discuss the impact of over-scheduling on taxiway over-crowding, and the repeated violation of the FAA Order to limit five turbojets on taxiway November.

<sup>5</sup> Excerpt from Durand Certificate P5 of 22:  
<http://www.state.ma.us/envir/mepa/secondlevelpages/logan.htm>

<sup>6</sup> ROD VIII – Section 3 – pp 3 – list items 3 – page 25

<sup>7</sup> ROD II – pp4 – page 4

<sup>8</sup> ROD VIII – Section 3 – pp 1 – page 24

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**ROD Extract 4: Limit of 5 turbojets on Taxiway November**

*Synopsis: An FAA Order dictates a limit of five Turbo Jets are to be cleared beyond Runway 15L*

Extract from ROD: FAA ORDER BOS TWR 7040.1, "Noise Abatement" states that whenever possible "No more than five turbojets, including one in position, shall be cleared beyond runway 15L. Only one turbojet is allowed to be held on Taxiway November between Runways 22R and 22L." The limit applies to aircraft North of Runway 15L/33R, the 2600 foot runway. Under this policy, there is no limit on the number of aircraft between Runway 15R-33L and Runway 15L-33R.<sup>9</sup>

These discussions led to a statement by Mr. John Silva of the FAA New England Regional Office that (paraphrasing): "The FAA cannot dictate to the Airlines; for example a single engine taxiway procedure has been in place at Massport but Massport cannot make the Airlines comply". Mr. Silva went on to say that since airline deregulation, the airlines control nearly everything, and dictate schedules to Massport.

The minutes of the CFTW Evaluation Committee meeting of November 18, 2005 have several entries that state the FAA position very clearly:

**Minutes 1: J. Silva re Section 61 Findings**

<sup>10</sup> John Silva pointed out that MEPA's section 61 findings apply to the State and Massport, but not the FAA. The ROD gives the FAA commitments, but there is no obligation for the FAA to implement anything in Section 61. FAA is required to monitor the mitigation commitments of the ROD"<sup>11</sup>

Comment: While it is true that the FAA is responsible for directly implementing implements only a few specific items, the ROD extracts below show the FAA is committed to monitoring and enforcing the mitigation measures in ROD VIII, which is essentially tantamount to Section 61 findings.

**Minutes 2: J. Silva re "monitoring"**

"John Silva confirmed that the FAA is responsible for all monitoring, and confirmed that the FAA has no authority or expertise in the monitoring of air quality around airports"<sup>12</sup>

<sup>9</sup> ROD VIII – Section 3 – Footnote 10 – Page 24.

<sup>10</sup> Minutes of 11/18/05 page 2 pp 3

<sup>11</sup> Minutes of 11/18/05 page 2 pp 3

<sup>12</sup> Minutes of 11/18/05 page 3 pp 9

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**ROD Extracts establishing FAA Responsibility**

The ROD extracts below show that the FAA has both monitoring and enforcement responsibilities, and the means of enforcement. The claim that the FAA has no control over Massport is contradicted in several places in the ROD:

**ROD Extract 1: Funding**

*Synopsis: The FAA is the agency principally responsible for aviation planning, with financial leverage and organizational stature. The ROD Defines the FAA as the principal federal agency responsible for aviation planning; It has powerful control over funding (AIP Trust fund and Passenger Facility Charges) that Massport depends upon.*

<sup>13</sup>“FAA, as the principal federal entity responsible for national aviation planning, supports the development of airport infrastructure by:

- administering the Airport Improvement Program (AIP) Trust Fund,
- approving Passenger Facility Charges (PFCs); and
- promulgating standards for airport design and construction.
- The FAA has a statutory charter to encourage the development of civil aeronautics and safety of air commerce in the United States (49 U.S.C. § 40101).
- The FAA has a statutory charter to encourage the development of civil aeronautics and safety of air commerce in the United States (49 U.S.C. § 40101)”

**ROD Extract 2: FAA Monitor and Enforce**

*Synopsis: The ROD states that the FAA has committed to monitor and enforce (“take appropriate steps”) mitigation measures described in ROD VIII:*

<sup>14</sup>“The FAA adopts and commits to these mitigation measures as part of this decision. As discussed in detail in Section VIII, the FAA shall monitor compliance with the wind restriction on Runway 14-32 and take appropriate steps such as conditions in project grant agreements to ensure that other mitigation measures are implemented during project development.”

**ROD Extract 3: Restatement of funding and other federal actions**

*Synopsis: The ROD describes the tools available to the FAA to force compliance. This fact was also the perspective from which the various alternatives were considered. Tools include funding.*

<sup>15</sup>“While FAA does not have the authority to control or direct the actions and decisions of Massport relative to planning for Logan airport, **FAA does have the authority to withhold project approval, including federal funding and**

<sup>13</sup> ROD Appendix B – Issue 13 Response – page 54

<sup>14</sup> ROD I - pp 4 - page 3

<sup>15</sup> ROD IV – pp 1 – page 8

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the other federal actions discussed in this ROD. It was from this perspective that the various alternatives were considered in terms of evaluating and comparing their impacts to determine whether there was a superior alternative or whether the proposed action would cause impacts warranting disapproval of the federal actions discussed in this ROD, including the withholding of federal funds."

**ROD Extract 4: Legal remedies**

*Synopsis: The ROD describes in even stronger language that the FAA will use legal remedies and the withholding of federal funds to enforce compliance:*

<sup>16</sup>The approvals contained in this ROD are specifically conditioned upon full implementation of these (ed. Mitigation) measures and actions. FAA will monitor these measures and actions to ensure implementation. Stated another way, the commitments described below are commitments of this ROD. If Massport does not fulfill these commitments, then the **FAA will take action to restore compliance using the full range of legal remedies at its disposal, including the withholding of federal grant funds.**

**ROD Extract 5: Additional enforcement tools**

*Synopsis: The ROD describes additional tools for FAA enforcement; in addition to funding, the approval of airport layout plans and contract plans and specifications are FAA rights.*

<sup>17</sup>In accordance with 40 C.F.R. § 1505.3, the FAA will take appropriate steps, through federal grant funding assurances and special conditions, airport layout plan approval, and contract plans and specifications to ensure that the below measures are undertaken.

**ROD Extract 7: Enforcement Tools summary**

*Synopsis: In ROD Appendix B, Enforcement tools are described and summarized, and add FAA responsibility to facilitate CAC and Massport disputes:*

<sup>18</sup>FAA will ensure Massport's compliance with the mitigation commitments of this ROD. (See Section VIII of the Record of Decision) In accordance with 40 C.F.R. § 1505.3, **FAA will take appropriate steps, through federal grant funding assurances and special conditions, airport layout plan approval, and contract plans and specifications to ensure that the mitigation measures outlined in the ROD are implemented.** As an additional measure to monitor and ensure that the ROD commitments are fulfilled, the FAA will act as

<sup>16</sup> ROD VIII – pp1, page 21

<sup>17</sup> ROD VIII – pp1 - page 21

<sup>18</sup> ROD Appendix B – Issue 16 – pp2 Page 56



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Facilitator between Massport and the CAC to resolve  
disputes related to these mitigation commitments.

**ROD Extract 8: Examples of FAA Influence v. Massport**

The ROD also provides several examples of FAA exercising influence over Massport.

**ROD Example 1: Reduction of minimums.**

*Synopsis: The FAA used Massport Lease agreements to delay commitment to reduced Approach Minimums*

<sup>19</sup>The Reduction of Instrument Approach Minimums for Runways 22L, 27, 15R, and 33L would enable these minimums to be set consistent with the standards of the navigational aids that serve these runway ends. They are presently artificially high. Lowering approach minimums would not change the flight path or aircraft altitude over residential areas. The action slightly increases the availability of the runway end, reduces the potential for missed approaches in poor weather, and provides positive guidance at lower altitudes during the final approach, thereby reducing delays and enhancing safety. Environmental assessment in the EIS also fulfills a commitment made by FAA a number of years ago when the navigational aids were installed. **At that time FAA committed, through Massport lease agreements, not to reduce minimums until they were environmentally assessed.**

**ROD Example 2. Establishment of wind restrictions on runway 14-32**

*Synopsis: The FAA imposed wind restrictions on Runway 14/32 to reduce noise impacts.*

<sup>20</sup> FAA evaluated potential mitigation measures involving **restricted use of Unidirectional Runway 14-32 as a means to reduce this adverse noise impact.** These measures included northwest wind restrictions that varied from 5 to 20 knots and a combined northwest/southeast wind restriction of 10 knots. The results are presented in Section 3.8 of the Final EIS and summarized in the Mitigation section below.

**ROD Example 3: The FAA directs Massport to create a plan for Peak Period Pricing, prior to construction of Runway 14-32**

<sup>21</sup>While federal law prohibits an airport authority from imposing demand management strategies that interfere with interstate commerce or are unjust, unreasonable or discriminatory, Massport may under its proprietary authority implement peak period pricing or other comparable demand management program so long as it complies with the applicable federal requirements. Consistent with the

<sup>19</sup> ROD IV – pp 14 – page 11

<sup>20</sup> ROD VII – pp 1, pp7 – page 17,18

<sup>21</sup> ROD VIII – Section 5 – pp 2 – page 27

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commitments made by Massport in its Section 61 Findings (FEIS at 4-14 and B-11), **the FAA is directing Massport to develop and submit a detailed plan or draft proposal for peak period pricing, or other comparable demand management program, before commencing construction of Runway 14-32.** The FAA stands ready as necessary to assist Massport in this endeavor.”

***Lines of Authority: Massport v. Airlines and the FAA v. Airlines***

There is little in the ROD to clarify these relationships. However, there are some examples where influence was imposed.

***Compliance: FAA over Massport; Massport over Airlines***

***Example 1A: FAA uses CFR Part 161***

*The FAA uses CFR Part 161 of the Airport Noise and Capacity Act to force Massport and the airlines into compliance.*

***Example 1B: Massport exercises influence over Airlines***

*Massport exercises influence over the Airlines by encouraging voluntary action before the FAA imposes measures.*

***ROD Extract 1: FAA has legal indirect influence over Massport and the Airlines***

*Synopsis: Laws and Regulations exist to allow the FAA to exercise influence over Massport and then over the airlines by indirect methods.*

<sup>22</sup>Response to Issue 25:

The FAA supports Massport's efforts to encourage airlines to voluntarily replace older hushkitted aircraft with new-technology Stage 3 aircraft at Logan. In addition, the Massport Board of Directors committed in its Section 61 Findings, pursuant to MEPA, to continue to work with airline tenants to discourage the use of hushkitted aircraft at Logan. **FAA encourages airports to explore voluntary agreements before beginning the process to impose mandatory airport noise and access restriction under the Airport Noise and Capacity Act, as implemented by 14 CFR Part 161.** In the case of hushkitted Stage 3 aircraft operations, that process includes FAA approval. No airport to date has applied for such approval.

In addition to meeting requirements under ANCA, restrictions on operations by Stage 3 hushkitted aircraft must comply with requirements under Massport's federal grant obligations prohibiting unjust economic discrimination and the creation of an exclusive right.

<sup>22</sup> ROD Appendix B – Response to Issue #25 – page 63

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***Example 2: FAA directs Massport to develop Peak Period Pricing***

*Synopsis: FAA directs Massport, under Massports Proprietary Authority, to develop and submit a PPP or demand management plan prior to commencing construction of 14-32*

<sup>23</sup>While federal law prohibits an airport authority from imposing demand management strategies that interfere with interstate commerce or are unjust, unreasonable or discriminatory, Massport may under its proprietary authority implement peak period pricing or other comparable demand management program so long as it complies with the applicable federal requirements. Consistent with the commitments made by Massport in its Section 61 Findings (FEIS at 4-14 and B-11), **the FAA is directing Massport to develop and submit a detailed plan or draft proposal for peak period pricing, or other comparable demand management program, before commencing construction of Runway 14-32.** The FAA stands ready as necessary to assist Massport in this endeavor.

***Lines of Authority: FAA v. Airlines is Indirect at best***

*Synopsis: There is no explicit statement in the ROD concerning FAA authority over the airlines. There is a connection that can be made between the FAA role (FAA's role is to approve and fund infrastructure that enhances safety, efficiency, and security) and the Airlines role (Airlines role extends to determining what airports the airlines serve or the level of service at airports). The important connection occurs when service level delivery, such as over-scheduling, causes problems with safety, efficiency and security. The FAA viewpoint on this is not known. However, the FAA should recognize this and assert their authority, either directly or indirectly through Massport.*

<sup>24</sup>"FAA provides for a safe and efficient air traffic control and air navigation system and approves and funds infrastructure that enhances safety, efficiency, and security. It is important to note that, while FAA's role is to manage the national airspace system, this role does not extend to determining what airports the airlines serve or the level of service at airports. In today's deregulated environment, airlines make these decisions. "

***Other references to the FAA – Massport lines of Authority***

*There are at least twenty-one references to FAA responsibilities in the ROD. Some deal with FAA to FAA responsibilities, such as Tower Operations. Others are redundant to those described above. For a list of locations in the ROD, contact the Author, Art Flavin, through the Centerfield Taxiway Evaluation Committee.*

<sup>23</sup> ROD VIII – Section 5 – pp 2 – page 27

<sup>24</sup> ROD IV – pp 2 – page 8

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***Conclusion and Recommendations re Lines of Authority:***

***Conclusions (Lines of Authority)***

***The FAA clearly has responsibilities in enforcing***

the mitigation measures described in the ROD. The examples described above indicate that new requirements declared by the CFTW committee would also be enforceable.

***FAA ignores literal language in the ROD, thereby avoids commitments***

The FAA denial of enforcement authority brings into question the FAA's commitment to the mitigation measures defined in the ROD. The denial also raises the concern that through a deliberate direction of misinformation and misdirection, and by misinterpretation and disregard of the literal language in the ROD, commitments to solving environmental issues may be avoided.

***Three Alternative Solutions for FAA Lines of Authority:***

The FAA has three choices:

1. **Debate the extracts from the ROD.** This distortion of literal text would cast the entire ROD into a contradictory position. The ROD, which approved both runway 14-32 and the CFTW and which reflects US and Mass EPA's approval is now interpreted differently than the ROD that went through the approval process. Will the real ROD please stand up?
2. **Do nothing, just ignore this report.** The continuation of the FAA's playing hide-and-seek with interpretation of the ROD will lead to FAA – Community contention, negate the Community Reps right to implement the mandated solutions (e.g. Durand), end any chance of a joint effort to define alternative solutions to environmental and other issues, and invalidate the CFTWEC.

This could be an FAA strategy to force cash-strapped communities into expensive legal battles. Only the lawyers will be happy.

3. **Confirm that the FAA fully supports the ROD,** and will follow the ROD mandates to enforce mitigation. Then the FAA must document in clear language the pros and cons of every issue, the positions of the FAA and the Community reps and why the FAA is supporting one position over another. (This is our "preferred alternative" among the three alternative solutions.)

**The Significance, Mission and Scope of the CFTW Evaluation Committee:**

***Significance of the CFTW Evaluation Committee***

The CFTW construction cannot commence until a favorable report is issued by the CFTW Evaluation Committee.

(Note: This could happen unilaterally by the FAA, ignoring Community objections.)

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**ROD Extract 1: No Construction until CFTW Evaluation is Complete**

*Synopsis: Decision to construct the CFTW is deferred until the CFTWEC completes its mission and report*

<sup>25</sup>FAA is also deferring any decision concerning the Centerfield Taxiway until FAA conducts an additional evaluation of potential beneficial operational procedures that would **preserve or improve the operational and environmental benefits** of the Centerfield Taxiway shown in the Final EIS. The measure is also discussed in detail in Chapter 4 of the Final EIS and Section VIII below.

**ROD Extract 2: Three reasons “The Preferred Alternative” was chosen:**

*Synopsis: Three reasons for choosing “The EIS Preferred Alternative”:*

- “Environmental Impact” and “Environmentally preferred”
- “To provide a balance between delay reduction and environmental impact.”

<sup>26</sup>The Preferred Alternative was subjected to a detailed mitigation analysis to **minimize environmental impact**. As modified through mitigation measures, it is the **environmentally preferred** alternative because it provides a **balance between delay reduction and environmental impacts**. These mitigation measures include unidirectional use of Runway 14-32, wind-restricted use of Runway 14-32, **deferral of a decision to approve the Centerfield Taxiway subject to additional evaluation of taxiway operations north of Runway 15R-33L**, residential sound insulation, and continued management of a regional aviation study. These and other mitigation measures are described in greater detail in the Mitigation Measures, Section VIII below.

**ROD Extract 3: Neighborhood concerns are a reason for deferral:**

*Synopsis: Neighborhood concerns are important enough to cause a deferral. From this we can reason that they are important enough to warrant FAA consideration.*

<sup>27</sup>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

- o have specifically **expressed their concerns** about the Centerfield Taxiway.

<sup>25</sup> ROD I-pp 5 -page 3

<sup>26</sup> ROD IV – pp21 – page 13:

<sup>27</sup> ROD: VIII – Section 3 – pp 1 – page 24

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- o Residents of these neighborhoods have also **expressed concerns** regarding the use of Taxiway November and
- o **have questioned FAA's compliance** with the existing "good neighbor" policy regarding queuing aircraft on Taxiway November.

***Conclusions: CFTWEC: Major significance, Requires Community Input***

- o CFTW Evaluation is of Major Significance because it can stop or significantly delay the construction of the CFTW
- o A Balance should be sought between Tower operational advantages and environmental benefits.
- o Neighborhood Resident Input is a required component.
- o Until and unless the Neighborhood concerns are seriously considered, with an environmental impact analysis, the CFTWEC has not fulfilled its mission. The CFTW decision should remain deferred.

***Mission and Scope of the CFTW Evaluation Committee***

***The ROD defines the mission of the CFTW Evaluation committee::***

*Synopsis: Both operational and environmental benefits should be pursued.*

<sup>28</sup>Given these concerns (ed. Neighborhood concerns), FAA will conduct an additional evaluation of taxiway operations in the northern portion of the airfield to **assess potential beneficial operational procedures that would preserve or improve the operational and environmental benefits of the Centerfield Taxiway as shown in the EIS.**

***Issues within the Mission Statement***

***Defining the Mission Scope was never done.***

The FAA managed to avoid all discussions of scope, a major error in any project definition. Scope was never discussed at any meetings.

***Scope definition requires an agreement on the meaning of the Mission Statement's terms,***

For example:

***Scope Example 1: Two Views of the Scope of the Term "Assess beneficial operational procedures."***

The FAA takes a very narrow view, initially stating that only Tower procedures were eligible for discussion. Community Reps disagree with this viewpoint, and argue that the term "operational" applies to all policies, practices and procedures that are invoked at the

<sup>28</sup> ROD VIII – Section 3 – pp 1 – page 24

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operational level of the airport, as opposed to the strategic or tactical planning level. Examples of these include:

- o The Durand Certificate (discussed below)
- o Demand Management – Peak Period Pricing
- o Preferential Runway Assignment System

It should be noted that these are not controversial issues, since they are already ROD commitments.

Some operational procedures require strategic and tactical planning, and considerable design work. No matter their development state, they are still operational procedures.

Why would neighborhood representatives be involved, if only tower procedures were to be addressed?

*Scope Example 2: Scope of the Term “preserve or improve the operational and environmental benefits”.*

So far, the FAA has analyzed and presented all kinds of operational benefits based on Tower procedures. The beneficiaries are the FAA, Massport and the airlines, and the benefits are focused on safety and efficiency. Community Reps recognize the FAA’s expertise in this area, and after discussions, generally agree with the FAA about this kind of Tower procedural operational benefits. However, the operational benefits need to be analyzed against their environmental impacts.

*No Discussion of Environmental Benefits*

Environmental benefits are another matter; there has been no analysis, nor even a mention of the term “environmental benefit” in any FAA presentation. Every measure introduced by the Community Reps was dismissed for operational reasons, with no analysis or consideration of environmental benefits. The FAA has contributed no (zero) suggestions for creating an environmental benefit of any kind. Maintaining the same runway traffic patterns is assumed to mean preservation of environmental benefits. Of course, with a new CFTW much closer to the neighborhoods, and the opportunity for another “aircraft parking lot” the aggregate environmental impact of the taxiways and the runways on the neighbors must deteriorate.

*Community Reps want analysis of environmental benefits v. operations benefits.*

Community Reps are focused on the “**preserve or improve the operational and Environmental benefits**” mandate. We believe that to fulfill our mission, the Committee must analyze existing Taxiway November procedures and proposed CFTW procedures for their environmental impact on the neighborhoods. The degree of analysis should be determined by the Mass DPH, as directed by “The Durand Certificate” discussed below. The Certificate proposes the creation of a baseline of environmental data. This is the only way to define the effect of operational changes. How else can one determine the impact of an operational change without a baseline of data?

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***Conclusions: (Mission of CFTWEC)***

***Intent of the CFTWEC is not being served; outcome is pre-determined***

The FAA is not serving the true intent of the CFTW Evaluation Committee as defined in the ROD, for the following reasons:

- Failing to define, or even discuss the Project Scope defeats the “Balance” of operations and environmental solutions, which is the basis for selecting the EIS “Preferred Alternative”.<sup>29</sup>
- By following a very narrow, self-serving definition of the Scope of the Committee’s Mission, Community Rep input is severely limited.
- Even mandated environmental processes are blocked by the FAA (e.g. Durand)
- The only benefits discussed by the FAA provide benefit to the FAA, Massport and the airlines. There are no benefits to the neighborhoods, and many potential negative threats.
- By limiting the discussion of environmental impacts, the FAA is steering the Committee toward a pre-determined set of desired outcomes. This is an ethical violation in any scientific exercise.

<sup>29</sup> ROD IV – pp21 – page 13

Selection of the Preferred Alternative (Alternative 1A) is based primarily on the consideration of delay reduction, affect on aviation safety, and **environmental impact**. Each of these factors is summarized below. The Preferred Alternative was subjected to a detailed mitigation analysis to **minimize environmental impact**. As modified through mitigation measures, **it is the environmentally preferred alternative because it provides a balance between delay reduction and environmental impacts**. These mitigation measures include unidirectional use of Runway 14-32, wind-restricted use of Runway 14-32, **deferral of a decision to approve the Centerfield Taxiway subject to additional evaluation of taxiway operations north of Runway 15R-33L**, residential sound insulation, and continued management of a regional aviation study. These and other mitigation measures are described in greater detail in the Mitigation Measures, Section VIII below.



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**Certificate of The Secretary of The Executive Office of  
Environmental Affairs (EOEA) (Robert Durand)**

On June 5, 2001, Mr. Robert Durand, the then Secretary of the Executive Office of Environmental Affairs, certified that the FEIR complied with Massachusetts laws, but with some conditions. One of those conditions states:

*Centerfield Taxiway: To address neighborhood concerns over localized air pollution, odors, and noise, Massport will develop a program designed to maximize the use of single engine taxi procedures by all of its tenant airlines. In addition, Massport shall conduct follow-up air quality monitoring in neighborhoods surrounding the airport and under the flight path of Logan Airport, in consultation with DEP and DPH. This information will provide valuable baseline data for future studies.<sup>30</sup>*

The Certificate recommends four actions:

- 1) Massport will develop a program designed to maximize the use of single engine taxi procedures by all of its tenant airlines.
- 2) In addition, Massport shall conduct follow-up air quality monitoring in neighborhoods surrounding the airport and under the flight path of Logan Airport,
- 3) in consultation with DEP and DPH.
- 4) This information will provide valuable baseline data for future studies.

**Status of EOEA Directive**

**EOEA Directive 1: Single Engine Taxiway Procedures**

The Massport Board of directors has committed to this.

<sup>31</sup>The Massport Board of Directors committed in its Section 61 Findings pursuant to MEPA to develop and implement a program to encourage the use of single-engine taxi procedures by all its tenant airlines, consistent with safety requirements, pilot judgment, and the requirements of federal law.

The commitment does not appear anywhere else in the ROD. The Certificate was issued June 15, 2001, and the ROD is dated August 2, 2002.

**Single Engine Taxiway Procedures committed but considered unenforceable**

Even though the Massport Board committed, the FAA claims it is unenforceable. This stance has been disproved in the “Lines of Authority” Section of this document.

The FAA has also pronounced that single-engine taxiway procedures will not occur, due to alleged delays introduced at take-off. This is one of sixteen suggestions made by the

<sup>30</sup> Excerpt from Durand Certificate P5 of 22:  
<http://www.state.ma.us/envir/mepa/secondlevelpages/logan.htm>

<sup>31</sup> ROD Appendix B – Issue 34 Response – page 60

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Citizens, all off which have been rejected.

***EOEA Directives 2,3,4: Neighborhood AQ Monitoring, DEP and DPH Consulting, and pollution baseline establishment; omitted but needed***

These have been omitted in the ROD. The Community Reps believe they are in the Category of “New Environment Measures” and should be the subject of discussion for the following reasons:

***Reasons for Implementing AQ monitoring, DEP-DPH consulting and a Pollution Baseline***

***Health Effects of Fossil Fuels***

1. Considerable progress has been made by scientists studying the health effects of burning fossil fuels (such as aircraft, burning at very high temperatures.). For example, the “Office of Air Quality Planning and Standards” (OAQPS, part of the EPA) in a report dated June 2005, stated that Particulate Matter exposure could lead to “Cardiopulmonary effects, including mortality”.

***Measuring Particulate Matter needs DEP/DPH involvement***

2. A separate report, by the Volpe National Transportation Center, 6/26/02, outlined the difficulty in measuring the generation of Particulate Matter. The Scientific Community is still striving for ways to measure particulate emissions. The FAA repeatedly refers to its canister based pollution monitoring system, which cannot monitor PM. These facts point to the need for involvement of the scientific expertise that the DEP-DPH could bring, if only Massport would commit to compliance with the Durand Certificate.

***Dispersion and other meteorological conditions affect the neighborhoods***

3. Placing canisters around the neighborhoods, and collecting their data every few months does not indicate neighborhood impact. Emissions combined with meteorological conditions determine the impact on neighborhoods. Long term average measurements may mask a brief, lethal dosage of emissions. Real time measurements must be taken in the neighborhoods.

***Significant Progress is being made in monitoring technology***

4. A great deal of progress has been made in pollution monitoring technology. Current sampling rates are 100 samples per second, with one second aggregates. Compared to monthly canister readings, opportunities for prevention of pollution damage are vast.

***Models Need Data for Execution and Validation***

5. The impact of any traffic volume or pattern change cannot be assumed, it must be measured. Establishing a baseline of pollution data now, based upon sophisticated measurement in the neighborhoods, is the only way to measure changes in pollution in the neighborhoods.

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6. The FAA claims that modeling future configurations against current configurations is the proper method of predicting environmental impacts. This would be true if adequate data currently existed to drive the models. Establishing the baseline is the only way to validate the models.

***The FAA is ignoring the Durand Certificate***

There has been no action, commitment or discussion of this topic beyond the citizens' raising of the issue. From all indications, the FAA intends to ignore the order.

**Status 5/18/06 of The CFTW Evaluation Effort; needs a course correction, while maintaining CFTW deferral.**

1. No Environmental issues have ever been discussed or evaluated from an environmental benefits viewpoint, even though this is an explicit requirement of Phase 1. The FAA has submitted no (zero) suggestions for environmental benefits.<sup>32 33 34</sup>
2. The FAA persists in limiting the Community Input. Meeting 2 was spent gathering Community Input. Meeting 3 rejected every Community measure. These were wasted meetings, except that they fulfilled the FAA requirement to solicit and evaluate input.
3. The FAA refuses to enforce mitigation issues; there is a blatant disregard of FAA enforcement responsibility.
4. The Mission and Scope of the CFTWEC were never discussed. The FAA set its own internal rules of the game, and blocked Community environmental input.
5. The intent of the CFTWEC, as described in the ROD, has not been served.

<sup>32</sup> ROD VIII – Section 3 – pp 3 – page 25

Phase 1 would begin by developing a clear understanding of the concerns that the neighborhoods surrounding the approach ends of Runways 22L and 22R have regarding operations on the existing taxiway system north of Runway 15R/L.

<sup>33</sup> ROD VIII – Section 3 – pp 3 – list items 1 thru 3 – page 25

Meet with representatives from neighborhoods surrounding the north end of the airport to better ascertain their concerns, solicit potential actions to address their concerns, and discuss operational difficulties in meeting current policy.

<sup>34</sup> ROD VIII – Section 3 – pp 3 – list items 7 thru 8 – page 25

Identify other candidate actions (beyond those suggested by the communities) that can mitigate impacts most appropriately. These actions will focus primarily on operational measures within the control of the FAA (e.g., taxi procedures) but may also include other actions that could address neighborhood concerns (e.g., physical changes to the airport, airline schedule, or gate management actions).

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6. The Directive from the Mass Secretary of Environmental Affairs has been totally ignored.
7. Environmental impact of the new CFTW taxiway, closer to neighborhoods, changing runway traffic patterns and creating “parking” violation opportunities has been completely ignored.

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## **Steps for Getting The CFTWEC On Track**

### ***Why Commitment Assurance***

#### ***Loss of Trust***

The Secretary of Environmental Affairs issued his certificate June 15, 2001. Four conditions were defined for approval: Single Engine Taxiway, involvement of DEP/DPH, Monitoring in the neighborhoods, and establishment of a baseline of pollution data. Now, almost *five years later*, nothing has been done.

The Record of Decision (ROD) was signed August 2, 2002. The ROD States:

<sup>35</sup>The Massport Board of Directors committed in its Section 61 Findings pursuant to MEPA to develop and implement a program to encourage the use of **single-engine taxi procedures by all its tenant airlines**, consistent with safety requirements, pilot judgment, and the requirements of federal law.

Yet, despite both Secretary Durand and the Massport Board directions, nearly *four years* have passed, and today, the FAA claims that single-engine taxiway procedures cannot happen.

#### ***People may be put in harm's way***

Obviously, the Centerfield Taxiway could be built long before any commitments made by the FAA and Massport are implemented. This places the health of Logan Airport's neighbors in extreme jeopardy, based on the dangers of fine particulate matter generated by aircraft engines moved even closer to the neighborhoods.

### ***CFTWEC Must Establish credibility, accountability and transparency***

#### ***Re-affirm Government Oversight***

1. The FAA and Massport should re-state their commitment to the mitigation measures in the ROD, and include specific projects and their dates of completions, indicating which projects must be completed before the CFTW is operational.
2. The FAA and Massport should state their commitments to the measures and projects proposed by the Winthrop – East Boston CFTWEC representatives, many of which are contained in this document<sup>36</sup>. These are mostly in the ROD, anyway.

<sup>35</sup> ROD Appendix B – Issue 34 Response – page 60

<sup>36</sup> Quick and Easy Commitments and Action Commitments on following pages

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3. The written commitments should be sent to all the authorities with legal oversight, such as MEPA, EOE, Judge Margot Botsford, the CAC, and any other government or legal entity to be identified.
4. The written commitments should also be sent to the President of the Winthrop Town Council, and to the Mayor of Boston.

***Establish Neighborhood Oversight Committee***

In order to maintain neighborhood confidence, quarterly updates should be made to a committee consisting of MDEP, MDPH, and neighborhood representatives. Assuming the CFTWEC will be terminated, the FAA should coordinate the meetings, and the neighborhood representatives should be appointed by the Mayor of Boston and the Council President of Winthrop.

The agenda should include a review of project objectives and timelines.

***CFTWEC Must Commit To Concrete Commitments***

***Quick and Easy Defined***

The “Quick and Easy” commitments must be completed before any progress can be made, and are required for CFTWEC completion. They require no specific task, except for perhaps documenting the commitment.

***Action Commitments Defined***

Commitments to Action Plans are more specific. They have the advantage of clear communications, and allow the work to be *completed after* the CFTWEC is terminated. This is done today by using a project management methodology. The FAA probably has its own standards for project management, but for clarity’s sake a typical business-world project is defined by:

1. A Mission Statement
2. A set of objectives, using concrete terms and specific dates
3. A statement of project Scope
4. A detailed description of the work:
  - i. Task list, target dates, and task dependencies
5. Project Milestones. These are points for project review.

It is a four step process:

1. The project is described at a high level by a project team, and approved by the CFTWEC.
  - i. CFTWEC and MDEP/MDPH approve high level design
  - ii. After approval, the CFTWEC may be terminated, but the project team continues working on the project.
2. Step 2 is to create a detailed project plan.
  - i. The plan is reviewed by the “Neighborhood Oversight” committee described above, and issues are resolved.
3. Step three executes the tasks described in the project plan.

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4. Step four are milestone reviews of progress and project changes conducted by the “Neighborhood Oversight Committee”.

This allows for termination of the CFTWEC, and continued involvement of the MDEP/MDPH and the neighborhoods.

**Quick and Easy Commitments**

- <sup>37</sup>The FAA should state its level of authority for enforcing the mitigation measures in the ROD.
- The FAA should state its commitment to the mitigation measures in the ROD
- The FAA should define the Scope of the CFTWEC
  - The FAA should state that the scope of the CFTWEC includes environmental measures.
  - The FAA should state that the term “operational” is not limited to Tower Procedures, but also includes all airport operational procedures that may affect the Taxiway and Runway impact on the neighborhoods. Examples include: Gathering and analysis of emission data, and systems that may reduce over-crowding (PRAS and PPP).
- Commit to enforcement of the Certificate of environmental affairs:
  - <sup>38</sup>The Certificate recommends four actions; these will be discussed in “Action Commitments” below.
    1. Massport will develop a program designed to maximize the use of single engine taxi procedures by all of its tenant airlines.
    2. In addition, Massport shall conduct follow-up air quality monitoring in neighborhoods surrounding the airport and under the flight path of Logan Airport,
    3. in consultation with DEP and DPH.
    4. This information will provide valuable baseline data for future studies.

**Action Commitments**

Every one of these commitments applies to measuring and understanding environmental impact.

***Get the Mass DEP/DPH involved with all current environmental analysis as part of the Durand directive.***

The environmental impact of the CFTW is serious business. The proper skills should be utilized to ensure the reasonable accuracy of any environmental analysis. MDEP/MDPH have the knowledge and skills which the FAA and Community Members lack Without their involvement, there can be only amateur guesswork, which is too dangerous to employ.

<sup>37</sup> ROD VIII – pp1 page 21 and ROD Extracts establishing FAA Responsibility in this Document

<sup>38</sup> Section on Certificate of The Secretary of The Executive Office of Environmental Affairs (EOEA) (Robert Durand) in this Document

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***Review the Gary Hufnagle operational procedures in a structured way:***

Once a high level project plan, including follow-up and accountability measures has been accepted by the CFTWEC, the effort may be considered complete for purposes of CFTWEC reporting. It will be subject to on-going review by the “Neighborhood Oversight” committee described above.

***Design Approach***

- Create a representative list of scenarios. Scenarios should represent all combinations of runway usage, taxiway usage, traffic loads, over-schedules, pilot requests, atmospheric conditions, etc. Worst Case and Best Case scenarios should be identified from both operational and environmental viewpoints.
- Evaluate each scenario for environmental impact.
  - FAA, Community, and especially the MDPH/MDEP should be heavily involved.
  - The methods, and level of detail should be prescribed by the MDEP/MDPH. A two-pass approach of broad estimation (Hi-Med-Low), followed by a detailed analysis may be required.
  - The FAA EDMS 4.5 modeling system could be used, if MDPH/MDEP recommends
- Create action plans to mitigate high impact scenarios.

***Commit to air quality monitoring in neighborhoods. (Durand)***

Using the MDEP/MDPH as design consultants, begin *real-time* monitoring in the neighborhoods. First Official Data Analysis should occur before the CFTW is operational.

***Build a Baseline of Emissions and Pollution Data (Durand)***

This will depend upon Air Quality Monitoring in Neighborhoods. Using the MDEP/MDPH as design consultants, build the information system that will provide actual (vs modeled) emission and pollution data. The data may be used for model verification and for establishing the impact of current and future scenarios.

***Analyze the Feasibility of Single Engine Taxiway Procedures (Durand)***

Using the MDEP/MDPH as design consultants, establish the environmental benefits and drawbacks. Clarify the environmental benefits vs. operations issues.

***Set a direction for all future monitoring systems to have a real time connection to all scheduling and decision systems***

Using the MDEP/MDPH as design consultants, do a high level design of a “closed-loop management system” which would allow real-time environmental events to change tower operations, like weather forecasts do today. This would add environmental data to the indicators used for tower decisions. Interface specs would need to be defined for decision support systems.



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***Conclusion (Getting on Track)***

These recommendations are all about gathering and analyzing environmental data. The data will serve to define the reality of the environmental situation around Logan Airport. Sixteen “Action” items were offered by the neighborhood representatives, and rejected by the FAA in meeting #3 (5/27/05). They include towing, single-engine, berms, queue limits, etc They were made not only on the basis of common sense and history, but also on the *assumption* that they would help. In rejecting the “Actions”, the FAA also acted on assumption: that the operational nuisance caused by the action would not have any environmental value. Having the data should point to justifiable, feasible mitigation actions. This can only benefit both Logan’s neighbors, the FAA, and Massport.

The FAA has an opportunity to make Logan an environmental model for the world. If only they are interested in environmental fairness.

**Report Conclusion:**

Every effort has been made to bring reality and reason to this report. Considerable effort has been spent cross-referencing to the ROD, for the convenience of the reader. Additional effort has been spent pondering solutions which would allow the FAA to get on with terminating the CFTWEC and building the CFTW while taking action on neighborhood environmental concerns.

The Neighborhood Representatives have made every effort to be partners with the FAA, while still protecting our neighborhoods from environmental dangers.

We only hope the FAA does what it committed to do during the approval process.



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

New England Region

12 New England Executive Park  
Burlington, Massachusetts 01803

May 30, 2006

**This document contains minutes of the Logan Airport Taxiway Reevaluation Meeting held on May 18, 2006.**

### **Logan Airport Additional Taxiway Study Meeting Minutes**

Date: May 18, 2006

Location: Logan International Airport, Air Traffic Control Tower

Attendance: Gary Hufnagle, FAA ATO  
Bettina Peronti, FAA ATO  
Fran Rowan, East Boston  
Bob D'Amico, Boston  
Art Flavin, Winthrop  
Harvey Maibor, Winthrop  
Christopher Menge, Harris Miller Miller & Hanson Inc.  
Gail Lattrell, FAA  
John Silva, FAA

Fran Rowan indicated that she would like to continue meeting and wanted complete and thorough community input.

Art Flavin passed around copies of a report that he had prepared.

Gary Hufnagle provided a briefing of the operational aspects of Phase 2 of the study. He went over the history of how the study team scoped and conducted Phase 1 and how Phase 2 was carried out.

Both Art Flavin and Bob D'Amico had questions about the ability of aircraft to turn and execute the sharp angle onto the proposed centerfield taxiway. Gary explained that it was currently happening on the Runway 4 arrivals, utilizing the same angle onto a taxiway. Gary went on to explain how the dwell time in the northern portion of the airfield would be reduced with the use of a centerfield taxiway.

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Art Flavin asked if there were any differences in the ability of narrow body aircraft versus wide body aircraft to utilize centerfield taxiway. Gary said that there would not be, and explained that since Runway 22L is longer, it is often requested on hot days. Art requested the figures for 2005 operations, both departures and arrivals from Gary. Gary agreed to provide the data.

Harvey Maibor said that averaging of noise over a 24-hour period was frustrating for them because the "100 dB blasts" are not captured or they are watered down due to low activity periods.

Fran asked a question about quieter jets and how they were represented in the data. Chris Menge responded that some jets were stage three, and some were not. Stage four aircraft are on the way, and government regulations, aging aircraft and other variables all weigh in on the fleet.

Fran noted during Chris Menge's presentation that there is a great deal of noise under the aircraft when they pass over a residence. Chris agreed and spoke to the footprint for noise in the presentation, and that the study did not attempt to characterize noise from aircraft while they were in the air.

Harvey asked why Loring Road monitor was not used to check the model for noise. Chris Menge responded that he chose the East Boston Yacht Club because of simple access, wind, ease in getting there and visual reasons. The model was conservative by design.

Fran Rowan brought up health and air quality issues. She said there was a serious problem with respiratory failure and a high incidence of cancer in Orient Heights. There are also many deaths from pancreatic cancer. Her larger concern is one of the quality of life.

Art Flavin asked about particulate matter and the 2.5 measurement of particulate matter. Chris committed to follow up with Mike Kenney to answer if particulate matter 2.5 was measured. The EIS shows particulate matter but not for aircraft.

Fran Rowan expressed concern that Massport has responsibilities under the Secretary Durand State Certificate. Her concern was that the Northeast is very heavily polluted and someone should be held accountable. Winthrop and East Boston are two communities working together to make a difference. She wanted to ensure that all of the 2002 Record of Decision commitments are completed.

Art Flavin asked if there would be public hearings for the Environmental Reevaluation. Gail advised that the final report would be available to the public as well as a 30 day public comment period on the Environmental Reevaluation. John Silva noted that there would not be additional public hearings.

John Silva went on to describe what the Reevaluation would consist of. The decision to approve the construction of the Centerfield Taxiway will be based on this report and a

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comparison of its methods and results to those of the EIS. If they do not differ significantly, then the analysis supports the EIS conclusions. The 30-day public comment period will be advertised to the EIS mailing list. We will not address the Part 61 findings. Then, we will produce a Record of Decision on the Centerfield Taxiway.

Art Flavin requested a letter to the Mayor of Boston and First Selectman of Winthrop indicating that the study was completed and that the neighborhood representatives were no longer actively working on the project.

FAA agreed to send those letters with the report to the Mayor and Selectman of Winthrop.