To: BoS

From: Cindy L. Christiansen, Logan CAC Rep

Date: September 29, 2015

I think that the noise study for Logan CAC BLANS 3 was designed to allow and encourage overuse of the Runway 4 arrivals and for Massport/FAA to be able to say they are doing this under the Logan CAC’s direction and approval. I cannot stop this from happening on my own.

I recommend:

1. The Town of Milton contact Massport, FAA, and Logan CAC president and ask for a meeting where they explain Phase 3 to the BoS and/or the public.

2. Each elected board, commission, committee, private school, and BOS Fair Skies write a letter to Logan CAC president, Massport, FAA, Phase 3 consultant saying they oppose the design of Phase 3 and that the testing should stop immediately and a new plan developed that more fairly distributes planes across the metroplex.

3. Each Milton board, commission, committee reach out to a neighboring town and ask that they support Milton in this effort. Also, our state and national elected officials should write letters too. I’ve talked with Lynch’s and Timilty’s (tried to reach others) and they are on board.

- Milton needs a paper trail that shows it did everything it could to stop a process (BLANS 3) that ensures that Milton will be overflown more than it is now.
- I have started this paper trail for you by trying to bring up the study flaws during Logan CAC meetings and in emails to the president, consultant, and the committee. Several other members also see the flaws but we don’t have the numbers to stop it. I’m confident that I can get Tim McCarthy, the town of Randolph, city of Quincy, Hyde Park and Roslindale to join us.
- Milton currently receives about 33% of the arrivals whereas the PRAS goals, which are still applicable as recorded in recent meeting minutes, show it should be about 20-25%. I expect Milton will have at least 40% of arrivals under the new plan and maybe as much as 50%.
- Since the May 2014 publication of the LAX scientific study of ultrafine particles (UFP) and air traffic, there have been 2 more studies published in respectable journals that also show increased UFP counts from planes. (airports in Toronto and the Netherlands)
- Optimization of Airspace & Procedures in the Metroplex (OAPM) (another phase of NextGen). Things to know:
  o Both the Phoenix and Georgetown lawsuits involve the OAPM part of NextGen
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- Logan is on the list for OAPM but not one of the first ones because **Logan has what it needs for “demand”** – which means it has the 4’s for arrivals (61/hour) and as a backup another configuration that doesn’t fly over Milton (59/hour)

- **Massport CAC** is slow to get started but I’ve learned some things about it from the Logan CAC
  - General sentiment is that **Tom Glynn** doesn’t want it
  - Several reps are working on the **Bylaws**, including one woman from Concord who was or is an EPA scientist from Region 1, Brookline’s rep, Somervilles’ rep, and others
  - Logan CAC reps who have been around awhile **recommend that towns have the same person on both committees** – this was talked about at the Logan CAC meeting

- Just this week the FAA reported to me that the **4L RNAVS** have not been implemented. The current Logan ARTCC SOP indicates that the 4L Visual can be used by Jet Blue

- The INS software for **calculating DNL** has been replaced with AEDT software as of May 2015. I’ve tried to find someone who has used either or both, but haven’t yet. I’m curious how the estimates differ

- Since my last report **I’ve been asked to provide information and statistics** to Timilty’s and Lynch’s offices, the last request coming from Jim Gordon last night (9/29).

I have additional **recommendations** for the ANAC (others in my July report)

1. Ask for the number of turnarounds for planes landing on the 4’s.
2. Ask for detail of restrictions on all runways
3. Investigate short term relief as described in my July recommendations

**Questions**

1. I received no response to my question in the July report.
2. I’ve asked how to best communicate with the ANAC and the Massport CAC rep and have had no response. So, I will continue to send important information to the TA so that she can disperse it as she sees fit. I also encourage members and the CAC rep to call me with any questions – I had a long conversation with Caroline about a month ago to share what I was learning about Massport CAC with her.
3. I’ve asked a couple of times how to check the federal register for information about 4L and have had no response.