

# Telephone Conversation/Meeting Summary

## Boston Logan Airport Noise Study Logan International Airport

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DATE: 7/28/09  
TIME: 4:30 p.m. EST

Telephone Conversation  
 Meeting  
 Other

SUBJECT: Phase 2 Bi-Weekly Project Management Call

SUMMARY PREPARED BY: Rick Peloquin

DATE PREPARED: 7/28/09

ATTENDEES (include affiliation):

Name	Affiliation
Steve Smith	PC
Jon Woodward	IC
Terry English	FAA
Gail Lattrell	FAA
Flavio Leo	Massport
Jerry Falbo	CAC (Winthrop)
Sandra Kunz	CAC (Braintree)

OBSERVERS (include affiliation):

Name	Affiliation
Bernice Mader	CAC (Quincy)
Stan Matthews	IC
Richard Doucette	FAA

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Project File BLANS Forum CAC BOS/TAC	

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### **I. Attendance:**

Steve Smith took attendance.

### **II. Approval of 5/05/09 Meeting Notes:**

There were a couple typos on page two which were corrected. The notes were then finalized.

### **III. Project Status Update:**

- a. **2005 Noise Analysis** – S. Smith advised PMT that Wyle is nearing completion on the draft report. When finished, the report will be sent to L&B to review the output for approval. The final release date for the report will be affected by the amount of time that IC needs to review it; however, it should be released by the end of August.
- b. **2007 Noise Analysis** – This item is currently in process. Once clarification is obtained regarding tower issues, PC will share the configuration assessments with IC. Per T. English, Debbie James is now the official Tower Manager at Logan.

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- c. **Phase 1 Implementation Status** – Per S. Smith, IC has received the updated design illustrations, and received formal feedback from IC that the procedure designs appear to meet the intent of Phase 1. T. English advised PMT that the flight check for the RNAV procedures has not been scheduled, but should occur by 8/24/09. On 10/22/09, the Phase 1 RNAV procedures will be published. She also said that Alternative 6 will be implemented in the fall. J. Falbo asked about how long it will take to implement the procedures. T. English explained that the TRACON is gearing up to begin training on the procedures, but expects the implementation process to continue after publication date, but could not be more specific without input from the TRACON. J. Woodward requested a more specific update on the implementation schedule. T. English said she would coordinate with the TRACON to get this.
- d. **Scope/Budget Reassessment** – S. Smith explained that PC has conducted some adjustments to the PC scope and that this project will run out of budget by December 2011, regardless of how many scope reassessments are done. This assumes no additional efforts will be added to Task 6 technical analysis scope. If so, funds will need to be reallocated, which would reduce the total duration of this project as funded. PC has submitted the adjustments to the FAA for review. If there is concurrence with the FAA, the adjustments will be sent to IC for review. The FAA should be completed with this review by 8/21/09.
- e. **Contract Extension Status** – F. Leo advised PMT that Massport has mailed PC a notice of contract extension and plans to send the CAC extensions this week.
- f. **Website Update** – S. Smith said that the website updates are more than 60% complete and hopes that it will be 100% complete by the end of August. T. English said that the plan is to update the website before the FAA sends the outreach letters to various recipients in September.

**Action Items: (1) S. Smith to provide INM studies to IC.**

**(2) T. English to check with TRACON for the approximate length of time it will take to start using the procedures once they have been published.**

#### **IV. Upcoming CAC Meeting:**

The next CAC meeting is scheduled for 8/13/09. S. Kunz advised that the CAC will be voting on certain measures (four have been identified) to decide if they should be put through Level 2 Screening. J. Woodward went into more detail about the modifications of the descriptions to the measures. The rest of the meeting will be focused on the goals and objectives (G & O) and IC's recommendations related to those that are inconsistent with G&O, and should be eliminated.

T. English asked CAC if it would be possible to obtain meeting notes within a day or two of this meeting as the FAA Evaluation Team would be meeting on August 18 & 19<sup>th</sup> to begin the Level 2 screening. J. Falbo told her that the CAC would try to meet that request.

There was also discussion about the CAC goals and objectives and mention of these not affecting the benefits afforded by Phase 1. S. Smith raised concern about the CAC criteria for rejecting or accepting measures and wants to make sure that the language is consistent. One of S. Smith's

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biggest concern is for the measure(s) affecting 33 departure and the criteria of 7 miles. He provided a scenario that if the FAA cannot extend a route up to 7 miles due to traffic separation constraints, but can perhaps get to 5 miles, would CAC have to eliminate the measure? There may be some benefit from extending to 5 miles, but the CAC criteria, if consistently applied, may eliminate it. S. Smith asked that CAC be sensitive to such possible scenarios, and if in this example, decide to proceed with 5 miles, that they also make sure that other measures eliminated based on the 7 mile criteria is briefly revisited to ensure that if proposed to be shortened would still be eliminated based on other criteria. S. Kunz and J. Falbo understood his concerns, and would keep it under advisement.

### **V. Level 1 and Level 2 Status:**

- a. **IC/FAA Tower Meeting** - S. Smith informed PMT that there was a meeting with the tower on 7/13/09, but PC didn't participate. T. English named the attendees and stated that the focus of the meeting was on measures that affect downtown. T. English reported that FAA reviewed notes provided by Stan Matthews and provided him feedback. S. Matthews reported that he will be forwarding his notes to CAC in the near future, and will discuss the meeting in more detail during the CAC meeting.

S. Kunz also expressed her displeasure with the intrusive helicopter routes and altitudes, and emphasized the importance of addressing this issue as much as possible.

- b. **FAA Air Traffic Evaluation Team Meeting** - T. English again announced that there would be a Level 2 screening meeting at the regional office on 8/18 and 8/19. She reported that she checked with S. Kunz prior to scheduling the meeting to make sure that moving forward was acceptable before final confirmation of the 8/13 CAC meeting when CAC planned to take a formal vote on all of the Level 1 measures. She noted that the FAA could at least evaluate the measures that all agreed could be passed to Level 2. T. English also reported that both PC and IC agreed with scheduling the first Level 2 FAA Air Traffic Evaluation Team meeting. She also noted that there was an evaluation team meeting on 6/8/09 to discuss the newly proposed Level 1 measures, but those notes have not been finalized.

### **VI. BOS/TAC Meeting Schedule:**

PMT concurred with S. Smith's suggestion of 10/22/09 for the next meeting date. The summary of the 2005 noise results will be discussed and it is possible that 2007 noise results will be available as well. CAC prefers to have its meeting the night before (10/21/09) at Massport and the BOSTAC meeting (10/22/09) at VOLPE or Massport, depending on conference room availability. The membership also prefers that the meeting start at 6:00 PM and end at 9:00 PM (instead of 4:00 – 9:00 PM). F.Leo and T.English agreed to check on conference room availability and report back to the CAC who would decide the final BOS/TAC meeting location.

### **VII. Misc:**

S. Smith opened the call to observers.

B. Mader requested clarification on the items that will be voted on at the next CAC meeting and wanted to know if there will be time to discuss these measures prior to the vote.

B. Mader also expressed her concerns with the helicopter issues and potential safety problems that these issues can create.

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B. Mader also inquired about a formal response from the FAA regarding their acceptance of CAC's G&Os. T. English stated that the preliminary CAC Goals and Objectives have been accepted by the FAA for immediate application and that there is no need for an official letter to be released. An email stating this by T. English was sent out to all members.