

DRAFT Telephone Conversation/Meeting Summary

Boston Overflight Noise Study Logan International Airport

DATE: 11/29/05
TIME: 9:00 a.m.

Telephone Conversation
 Meeting
 Other

SUBJECT: Project Management Call

SUMMARY PREPARED BY: Cheri Massaro

DATE PREPARED: 11/29/05

PARTICIPANTS (include affiliation):

Name	Affiliation
Gail Lattrell	FAA
Sandra Kunz	CAC
Ralph Dormitzer	CAC
Flavio Leo	Massport
Greg Wellman	PC
Steve Smith	PC
Jon Woodward	IC
Berta Fernandez	IC

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SUMMARY OF CONTINUING ACTION ITEMS

Project Management – Greg Wellman reported that there were no major Project Schedule Changes to report and reminded the Project Management Team (PMT) that there were no calls for last week due to the Thanksgiving Holiday.

Current Work Effort Status – Steve Smith reported that the Preliminary Design for Group A, Alternatives 1, 2, 3, and 5, which include 14 and 15, is near completion. Robb Varani will have something for the PC/IC to review and discuss either by Friday or Monday. Steve Smith confirmed that he will find out today or tomorrow whether it is Friday or Monday. The PC/IC agreed to meet with the FAA, primarily with the RNP office, to discuss the RNAV issues.

Operational analysis for Alternatives 6, 7, 12b, and 12c focus primarily on additional travel distance and time. Steve Smith reported that the PC/IC expect to discuss the preliminary operational analysis results with IC during the coordination call this Friday.

The Preliminary Designs for Alternatives 9 and 12a are near completion and will be reviewed and discussed this Friday with the IC. The PC/IC put in a request for additional data and are still waiting to receive the VFR data sample. This data is needed in order to proceed with the preliminary operational analysis on the downwind. Steve Smith reported that Denis Burke is checking in today with the VFR Lab, which is in process of getting the data into the F-stat format.

The Preliminary Design for Alternative 11 of Group C is on hold until the Group A procedure definitions are completed.

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BOS/TAC Meeting – will be a web-based meeting and the technology will be set up. The issue of where the CAC member will meet has been settled: the BOS/TAC CAC members will meet in the L&B Boston office. The PMT agreed that the meeting should be no more than 2 to 3 hours. The PMT agreed that a detailed agenda needs to be developed and distributed to the BOS/TAC members. Elaboration is needed in order to provide them with better information and educate them on what is going, what members are doing, and what is going to be done. The PC agreed that they will put together more detailed agenda along with ideas to present the information. Greg Wellman confirmed that he can have an agenda ready for next Tuesday's Project Management meeting.

Steve Smith reiterated that Option 1 for the Alternative 13 Final Design is taking the departure across the late night, having it turn left, have it follow the current late night, and then turn North or South after passing Hull and coming back over COHASSET. Option 2 is the tear drop. The FAA provided a response and reported that Option 1 is operationally feasible while Option 2 is not. The secondary screening decision of whether they will go through Phase 1 or Phase 2 will be an agenda item for the December 15th BOS/TAC meeting.

The original intent for the January meeting was to go over Alternatives 1, 2, 3, and 5 and give examples of the noise outputs and the second meeting would be to discuss the phase and scope.

Topic/Discussion	Action Item/Responsibility
Preliminary Designs for 1, 2, 3, and 5.	Steve Smith to find out when Robb Varani will be prepared with information for the PMT.
BOS/TAC agenda.	The PC to prepare a detailed BOS/TAC agenda for next Tuesday's call.