

# DRAFT Telephone Conversation/Meeting Summary

## Boston Overflight Noise Study Logan International Airport

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DATE: 4/11/06

TIME: 9:00 AM



Telephone Conversation



Meeting



Other

SUBJECT: Project Management Conference Call

SUMMARY PREPARED BY: Cheri Massaro

DATE PREPARED: 4/12/06

PARTICIPANTS (include affiliation):

<u>Name</u>	<u>Affiliation</u>
Stephen Smith	PC
Greg Wellman	PC
Gail Lattrell	FAA
Steve Kelley	FAA
Ralph Dormitzer	CAC
Sandra Kunz	CAC
Flavio Leo	Massport

COPIES OF SUMMARY SENT TO:

Individuals

Files

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### SUMMARY OF CONTINUING ACTION ITEMS

**Airline Simulation** – The PC reported that Rob Hobson has agreed to coordinate the flight simulation for Runway 33 arrivals and possibly Runway 22 departures. The intent is to get better information than that provided by the INM.

CAC explained that Runway 22 would need a lab situation with a controller and pilot. PC explained that the flyability for Runway 33 visual approach would be the only alternative being simulated. TARGETS would provide the flyability assessment and the PMT reported that Continental Airlines and United Airlines are interested in testing it.

It was suggested to do a bookend analysis, make an assumption based on the worse case scenario, and do a test from the Tower to TRACON to see if there is any variance. CAC mentioned that there needs to be instructions from the controllers in order to know what is going to be on the Jeppesen charts. CAC representatives reported that they expect a strong objection from communities of Hull and need to have something more. When presenting a swap of radar tracks, the PMT explained that they need to know where the backbone tracks are and where the noise will be coming from. CAC suggested looking at the norm rather than the worse case scenario. The PMT agreed not to assess a worst case scenario.

CAC reported that they need latitudes and longitudes for waypoint 629 and others. The PC agreed to send this information to Ralph Dormitzer, who will then report it to Rob Hobson for simulation purposes. The PMT agreed to have the PC/IC involved in this simulation process.

The PC reported that they will continue on with the noise analysis based on the design that they have from last week. The PC explained that the biggest challenge that can come from the current assumption will be consistency with the budget. Robb Varani is to communicate and coordinate with the airlines

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involved. The PMT explained that they need to come to a conclusion on the visual approach as soon as possible.

**Schedule** – Steve Smith has sent a copy of the schedule to the other PMT members. The PMT agreed that it would be best to have a BOS/TAC meeting in early June of this year in order to reach a decision for the Phase 1 Alternatives and the review of the Phase 2 Work Plan. The PMT suggested having a three day period for a series of BOS/TAC and CAC meetings. The PC explained that it would be best to send out the information to BOS/TAC and allow 2 weeks for their review.

The PMT suggested May 8 for the BOS/TAC to review and refine the information, make some modifications, and share their thoughts with the consultants. The CAC suggested sending out the draft as soon as possible to get these comments because some requirements involved may affect the entire process.

The PMT agreed to talk about the Phase 2 Scope next week.

**CAC Meeting** – The CAC reported that they will have to have the noise data in order to have a meaningful meeting and need a preliminary presentation to invite questions and concerns. The CAC suggested using email communication for coordination.

The PMT agreed that the schedule works with BOS/TAC.

The PMT explained that they will go along with Massport's recommendation of submitting the Terminal Analysis document.

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Topic/Discussion	Action Item/Responsibility
Airline Simulation.	The PC agreed to send this information to Ralph Dormitzer, who will then report it to Rob Hobson for simulation purposes. The PMT agreed to have the PC/IC involved in this simulation process. Robb Varani is to communicate and coordinate with the airlines involved.