

Telephone Conversation/Meeting Summary

Boston Logan Airport Noise Study Logan International Airport

DATE: 1/29/08
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: 1/29/08

ATTENDEES (include affiliation):

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

OBSERVERS (include affiliation):

Name	Affiliation
Ron Hardaway	CAC (East Boston)
Marianne McCabe	CAC (Marshfield)
Maura Zlody	City of Boston

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Individuals	Files
Project File BLANS Forum	

I. Attendance:

Steve Smith took attendance.

II. Approval of 1/15/08 Meeting Notes:

There was clarification on page two under the Concept Identification paragraph about what the main benefits are for holding the PRAS meeting on 2/28/08. The benefits are listed as follows:

- a. The meeting will provide a better indication on the direction of the future of a runway use program at BOS, which will directly relate to other concepts discussed (ground and air traffic).
- b. Discussion from this meeting will bring forth opinions regarding purpose and need of a runway use program, if the group determines that some derivative of such a program is desired and viable for BOS.
- c. Provides an opportunity to discuss runway use in general, how other airports use runway use programs and determine if BOS continues to be a good candidate for a runway use program for effective noise abatement.

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III. Status Update

a. Action Item Status:

S. Smith provided updates on the action items from the prior meeting. All action items were addressed as follows:

i. 2005 vs 2006 Comparison Memorandum

S. Smith stated that the memo had been sent to FAA and he received some comments back. This memo is almost complete.

ii. Other Airport Runway Use Programs Literary Survey

PC is in the process of obtaining FAR Part 150 study information on preferential vs. rotational runway use at other airports that were listed in the previous runway use topical memorandum. This information can be used during the future CAC meeting regarding PRAS/Runway Use (meeting date to be determined).

IV. Concept Identification Status:

S. Kunz stated that good progress was made at the 1/23/08 CAC meeting regarding concept identification. CAC was not able to discuss Runway Use concepts at this meeting due to time running out, so CAC will not be ready to present these at the BOS/TAC meeting on 2/28/08. However, 35 concepts were moved forward by CAC and will be ready to be presented at the 2/28 BOSTAC meeting. S. Kunz also said that the presentations that J. Woodward and his team gave were excellent. S. Smith asked S. Kunz and J. Falbo to consider posting these presentations on the project CAC – CAC page. J. Woodward did not have any objections to this request. S. Kunz and J. Falbo will discuss the idea and get back to PC.

V. February 28th BOS/TAC Meeting Agenda:

The meeting hours were determined during the PMT call and will be from 4:00 PM – 9:00 PM Eastern. There was discussion about having food brought to the meeting from a sandwich shop called Rebecca's. If so, IC indicated that they will coordinate.

F. Leo suggested that since there are 35 concepts to discuss, the more complex and controversial ones should be discussed first. J. Woodward wanted more time to think about this and will decide by the next PMT call on 2/12/08.

A question was posed as to whether a BOS/TAC meeting is required. The focus of the BOSTAC meeting is to give FAA, Massport, and PC the opportunity to discuss the concepts presented by CAC. Most of the information presented by CAC is expected to reflect what was already discussed at other CAC meetings. Some of the benefits to holding this meeting are identified as follows:

1. The FAA and Massport will have an opportunity to ask questions directly with CAC members related to the proposed concepts to ensure there is a clear understanding of each one.
2. The meeting will provide an opportunity to ensure FAA clearly understands the process, general criteria and intent of the concepts.

Therefore, PMT agreed to keep the meeting as scheduled.

BOS/TAC PM Protocol:

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There was brief discussion about the number of CAC BOS/TAC members. The original number was 10, but FAA recently increased the number to 15. History of how the original 10 is discussed in the FAA's BOS/TAC PM Protocol memorandum. T. English emphasized that not all of these available seats need to be filled and that they should be occupied by community members who are willing to commit (time, attending meetings, etc) to serving on the committee. T. English also emphasized that it is solely up to CAC as how they determine if all 15 seats should or need to be filled, and who may join.

S. Smith explained that the survey results showed that the discussion portion of the web forum was not favored, so this will no longer be a part of the forum. Instead the forum will be used for questions and answers (QA) for project related issues only. The answers to questions will be posted by PC or IC, and other forum visitors will be able to add to the responses. The forum will still be used for file sharing.

VI. Purpose and Need Discussion:

T. English explained that even though this project is not in the NEPA phase yet, NEPA requires a Purpose and Need. If any of the concepts/alternatives don't meet the Purpose and Need, those concepts/alternatives will be dismissed. For this reason, she is suggesting that a Topical Paper (draft Purpose and Need) be created. Once the paper is written and distributed, input will be requested. It was suggested that this paper be done sooner rather than later because it will take time to compose, and should be used to assist in selecting alternatives. S. Smith explained that the Purpose and Need for this project will be more challenging than other projects because this is a noise abatement project. PMT agreed that a PC/FAA drafted topical paper related to purpose and need should be provided to BOSTAC and CAC for comment.