

Telephone Conversation/Meeting Summary

Boston Logan Airport Noise Study Logan International Airport

DATE: 2/12/08
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: 2/28/08

ATTENDEES (include affiliation):

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

OBSERVERS (include affiliation):

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

COPIES OF SUMMARY SENT TO:

Individuals	Files
Project File BLANS Forum	

I. Attendance:

Steve Smith took attendance.

II. Approval of 1/29/08 Meeting Notes:

There were several items to be clarified...

S. Kunz requested clarification (Section IV - Concept Identification Status) of where previous CAC presentations would be posted on the public website (project CAC – CAC page). S. Smith explained the location will be at the CAC page of the website.

T. English asked for clarification regarding the benefits to holding the BOS/TAC meeting on 2/28/08. The benefits are listed 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.

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The benefits will be added to the previous meeting notes. There was a request to clarify the last sentence of section VI – Purpose and Need Discussion. It states that “All PMT members agreed to draft the topical paper.” It should be stated as follows:

“PMT agreed that a PC/FAA drafted topical paper related to purpose and need should be provided to BOSTAC and CAC for comment.”.

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. Other Airport Runway Use Programs Literary Survey

PC is still 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). The determination will still have to be made as to whether or not any of these would be appropriate to use at BOS.

ii. BOS/TAC Meeting Materials

IC is currently working on presentation materials for the upcoming BOS/TAC meeting on 2/28/08.

b. PC Budget/Schedule Status

S. Smith discussed the PC budget/schedule status. There was a lot of discussion on how to condense this schedule. S. Smith asked J. Woodward if the 2005 noise modeling could be completed by the end of Q2 or Q3 of 2008. J. Woodward said that the end of Q3 '08 is feasible, but is unlikely to be finished by the end of June 2008 (Q2). This should allow enough time to perform a proper review of the material. He also noted that in order to condense the schedule, more staff will have to be assigned to the project.

S. Kunz asked S. Smith to explain what the biggest holdups are that are causing a slowdown in the progression of Phase 2. S. Smith identified several as follows:

- 1.) Primary attention to Phase 1 related to the categorical exclusion.
- 2.) Noise Modeling Protocols - a lot of time was spent working through and seeking CAC comments related to numerous versions of the protocol. Focus on the protocol did not begin until the Phase 1 categorical exclusion was completed. This is probably the main reason for the delayed schedule.
- 3.) The unforeseen amount of time for CAC to reach a consensus on proposed new noise abatement concepts.

Some discussion related to using web-conferencing was discussed. S. Smith told PMT that the reason for the proposed BOS/TAC web meetings is to lower expenses and help the progress of the project. There will be times when PC will require BOS/TAC review and feedback in order to proceed. Instead of waiting for the next scheduled BOS/TAC meeting, web-conferences may be held to seek input/feedback sooner. He reported that a portion of the schedule is incomplete because it is unknown when CAC will be able to discuss runway use concepts. This must be determined in order to begin Level 3 analysis.

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S. Kunz emphasized the existing communication protocol, and that PMT stop accepting calls and emails from community members who don't use the proper channels to ask questions or raise concerns. This increases expenses and is not fair to those who abide by the protocol. Although there have not been many cases of this, S. Smith advised individuals who happen to contact him that PC and IC were instructed by CAC and FAA not to accept these calls or respond to these emails as a means to control expenses and ensure all have an opportunity to be aware of such comments or concerns. The exception to this would be any administrative issues. T. English suggested that on the next PMT call, members discuss the frequency of this issue.

c. IC Budget/Schedule Status

J. Woodward stated that the Public Coordination/Involvement element of this project is the largest budget expense for IC at this time.

IV. BOS/TAC Meeting Agenda:

J. Woodward expressed concern over the amount of time allotted to discuss CAC Concept Identification Process and Criteria and suggested that this time slot be reduced from one hour to a half hour. As a result of this, dinner break will now start at 5:45 PM instead of the original time of 6:10 PM. PMT agreed with these changes. S. Kunz advised that she will send a menu to meeting participants, in advance, so they can create an advance order. Individuals will be responsible for their meal expenses.

V. FAA Study Area Communities Letter # 2:

A draft of this letter provided to PMT for review will be sent to all study area communities by FAA. IC and FAA legal department provided a few concerns with the description of CAC in this letter. T. English stated that she should have FAA comments back by Thursday and hopes to finalize this letter by the end of the week. Copies of the letter will be sent to the CAC Chairs and will be posted on the website/forum.

VI. CAC Website Page Materials:

Discussed previously. All presentations were approved by CAC PMT representatives and be posted on the CAC page of the BLANS project public website.

VII. Miscellaneous:

T. English had a few announcements to make to PMT. These announcements are listed below.

- a. The FAA will implement conventional procedures on 2/14/2008
- b. Metron is on schedule in terms of getting the necessary info to AEE regarding the NIRS updates.