

# Telephone Conversation/Meeting Summary

## Boston Logan Airport Noise Study Logan International Airport

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DATE: 7/01/10  
TIME: 4:30 p.m. EST

Telephone Conversation  
 Meeting  
 Other

SUBJECT: Phase 2 Bi-Weekly Project Management Call

SUMMARY PREPARED 7/01/2010

ATTENDEES (include affiliation):

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

OBSERVERS (include affiliation):

Name	Affiliation
Ron Hardaway	CAC (East Boston)
Darryl Pomicter	CAC (Beacon Hill)
Maura Zlody	CAC (Boston)
Stan Matthews	IC

COPIES OF SUMMARY SENT TO:

Individuals	Files
Project File	
BLANS Forum	
CAC	
BOS/TAC	

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### **I. Attendance:**

Steve Smith took attendance.

### **II. Approval of 5/11/2010 Meeting Notes:**

There were some minor typos corrected to the draft version of the notes. On page 2, section ii, there was question about the statement "FAA does not have any conclusions for this noise wall..." This was changed to read "S. Smith advised all participants that the status of the noise walls is on hold until we hear back from the CAC." D. Pomicter provided an email with his comments, so the majority of his comments were removed from the call notes (with the exception of the main points), so they could be added as an attachment. The 5/11/10 PMT call notes were then accepted.

During this discussion, PMT agreed to change the protocol on when the call notes are sent to all parties. Currently, the notes are sent a few days before the call. They will now be sent sooner to help with recollection in the case that more time goes by between calls.

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

#### **a. Level 2 Process Update**

- i. **CAC Evaluation of Modified Proposals** – S. Kunz stated that she has sent an email to the membership regarding the upcoming supplemental BOS/TAC meeting (CAC meeting with FAA, but being referred to as BOS/TAC meeting). She mentioned that she instructed the CAC on how to vote on the modified measures. She has currently received 25 votes and thinks that there will be enough votes to push most of the modified measures to Level 2, except measures F-T, F-V and F-U. CAC requested further discussion related to F-T and F-U, which will be addressed during the supplemental BOS/TAC meeting.
- ii. **Ground Runup Enclosure and Hold Pad Assessment** – S. Smith advised that PC has looked at potential site locations for GRE and hold pads. PC forwarded findings to Massport for consideration. F. Leo stated that Massport is currently reviewing them and will provide feedback to PC. F. Leo also stated that Massport has had a technical meeting to discuss these and has another one planned in the future.
- iii. **PC Research on Idle Reverse Thrust Applications** – S. Smith has reviewed the preliminary memo. He recently obtained some additional information about this topic and disseminated it amongst PC staff to incorporate into the memo.
- iv. **IC Noise Wall Evaluation Update** – No progress has been made regarding this topic

- b. **Future Year Planned Activity Level Flight Schedule Development** – S. Smith stated that this is completed and will be used in assessing future alternative assessments.

J. Falbo asked about the measure which would tow aircraft to the end of the runway before engine start (to avoid engine run up close to communities). S. Smith said that it didn't pass through Level 1 screening and mentioned that Virgin Atlantic did a study on this process and found that it causes damage to the nose gear. T. English confirmed that it was eliminated. J. Falbo then asked if there are any other types of towing used at airports. S. Smith said that he is only aware of towing an empty aircraft to free a gate when an aircraft is remaining overnight. S. Smith and J. Woodward both agreed that they do not know of any other types of towing that is regularly practiced at any other airports.

### **IV Supplemental BOS/TAC Conference Call Meeting:**

T. English said the purpose of this meeting is for the CAC and FAA to have face to face time to meet and discuss more about the measures. The meeting will be held in a conference room at Massport on July 27, 2010 from 10:00 AM – 12:00 PM. She named some FAA employees that are attending and also advised the callers that the FAA has held some meetings to be better prepared for this meeting with CAC. This is a supplemental BOS/TAC meeting, so everyone is invited, but not required to attend. A call-in number will be provided to those who can't attend in person.

S. Smith suggested the agenda items/discussions at these meeting be organized as follows:

1. Single Engine Taxi
2. Measure F-T
3. Measure F-U

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### 4. Measure F-V

J. Falbo asked if there will be discussion about the hold pad or reverse thrust topics. S. Smith said there will not be because these items are not ready to be discussed at this time. He also mentioned that if Massport determines that there is a viable site for a hold pad, it will still have to be reviewed by the FAA; however, the GRE will only have to be approved by one entity (Massport).

### **V** Miscellaneous:

There were no miscellaneous topics to cover, so S. Smith opened up the call to observers.

D. Pomicter was first. He wanted to make five points.

1. He wanted to make sure that the summary of his comments from the 5/11/10 call remain in the PMT call notes. T. English agreed to this.
2. He is requesting that the major milestones be reinstated to the project schedule and put back on the website and that the Draft Level 1 Screening Report also be put back on the website. T. English agreed to the project schedule request, but said that putting the draft report back into the forum would have to be considered.
3. Measure definition: He said the waypoints shouldn't be carved in stone now because they may not be accepted later. They should be modifiable. He also mentioned that the CAC by-laws allow for action by consent, but this is tough to do.
4. He said that the three measures are still muddled and would prefer to start the discussion with Measure F-V during the supplemental BOS/TAC meeting. S. Smith said that the agenda order was set to accommodate potential schedule issues with Ed Kelleher. T. English said that he may leave before meeting is over.

S. Kunz then asked if measures are "cast in stone" after they go through Level 2 Screening. S. Smith replied by telling her they are not and that these can be adjusted afterward as long as the adjustments aren't substantial.

D. Pomicter added that in order to make progress on the three measures, need to discuss the following topics:

- a) Compliance with minimum safety altitudes
  - b) Ability to route props/turboprops for noise reduction during off-peak periods
5. He mentioned that towing full aircraft to the end of the runway prior to engine start is under consideration in the industry.

The comments from D. Pomicter concluded.

Maura Zlody did not have any comment.

R. Hardaway said that the noise barrier Measure G-G is still on the list even though it was dropped. He wants this item to be dropped in order to focus on Measure G-M. S. Smith said that he is waiting for an official response from the CAC, but hasn't received it. S. Kunz said that she will send Measure G-G to membership for an official vote to drop it. Once voted, S. Smith asked S. Kunz to provide detailed documentation as to why the CAC wants to drop the measure.

The call was adjourned.

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