

# Telephone Conversation/Meeting Summary

## Boston Logan Airport Noise Study Logan International Airport

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DATE: 4/11/11

TIME: 4:30 p.m. Eastern



Telephone Conversation



Meeting



Other

SUBJECT: Phase 2 Bi-Weekly Project Management Call

SUMMARY PREPARED 4/11/2011

ATTENDEES (include affiliation):

| Name          | Affiliation    |
|---------------|----------------|
| Steve Smith   | PC             |
| Jon Woodward  | IC             |
| Terry English | FAA            |
| Gail Lattrell | FAA            |
| Jerry Falbo   | CAC (Winthrop) |
| Flavio Leo    | Massport       |

OBSERVERS (include affiliation):

| Name             | Affiliation       |
|------------------|-------------------|
| Ron Hardaway     | CAC (East Boston) |
| Darryl Pomicter  | CAC (Boston)      |
| Ed Deveau        | CAC (Revere)      |
| John Stewart     | CAC (South End)   |
| Alan Reed        | FAA               |
| Richard Doucette | FAA               |
| Scott Carpenter  | IC                |

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| Project File |       |
| BLANS Forum  |       |
| CAC          |       |
| BOS/TAC      |       |

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### I. Attendance:

Steve Smith took attendance.

### II. FAA Worksheet Track Changes Review:

S. Smith stated that the Level 2 Draft report will be distributed soon and some FAA worksheets with track changes. He emphasized that the edits in the worksheets are the only elements FAA is requesting CAC to read over. The Level 2 report will contain all of the worksheets CAC and BOS/TAC already received in the past as well as several attachments authored by FAA, Massport and CAC. The only new material will be the front end, the summary sheets (summarizing findings detailed in the FAA worksheets, Massport information and IC findings). In order to finalize Level 2, CAC will have an opportunity to look over the report, but will be given only two weeks.

# Telephone Conversation/Meeting Summary

## Boston Logan Airport Noise Study Logan International Airport

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### **III. FAA Determination Sheet Track Changes Review:**

S. Smith also mentioned two FAA determination sheets for F-Uv1v2 and F-Tv1v2, which were previously the worksheets, but designated as determination sheets. These will also be provided to CAC to review the edits only.

### **IV. Measure F-S PC/IC Findings – CAC Review and Decision:**

S. Smith advised that PC and IC evaluated the findings of the measure via separate reviews. J. Woodward said that he sent the IC report, IC Findings, and PC Report to S. Kunz for distribution and CAC consideration. It will be up to the CAC to accept or reject the IC's recommendation to eliminate Measure F-S as recommended by PC and IC. The reports indicate that this measure would most likely be inconsistent with CAC goal and objectives. S. Smith requested that the CAC provides its decision by April 22, 2011. T.English asked J.Falbo if S.Kunz had sent anything to CAC members on Measure F-S for review/comment. He said he would check with S.Kunz.

### **V. Level 3 Process Overview:**

S. Smith quickly discussed the overall process involved with Level 3. Once the CAC has all of the noise modeling data, they will determine which measures meet its goals and objectives. These measures will be combined to create an alternative which will be noise modeled. The results will then be provided to CAC. CAC will then forward to Massport in writing their recommendation to implement the alternative. This will mark completion of Phase 2.

### **VI. Next BOS/TAC Meeting (Web-Conference) – FAA BOS RNAV STARS Project:**

S. Smith advised call participants that the intent of the FAA BOS RNAV STARS Project BOS/TAC web-meeting is to brief CAC and BOS/TAC on the status of the project. He also reminded folks that this project is independent of the BLANS project. He stated the RNAV STARS project is a prerequisite to Measure F-A, because the updated STARS would serve as the baseline. This briefing is needed to determine if (or should) the measure can continue as intended.

J. Woodward was concerned with descent procedures hanging up the process. J. Falbo prefers to be physically present with someone from the FAA during this [BOS RNAV STARS] web-conference. T. English advised that because this meeting is a web-conference, no venue was chosen. She said that she is willing to attend in person, and asked F.Leo if Massport could provide a conference room. F.Leo agreed that Massport could, and that he would also be willing to attend in person. T.English also advised that the consultant (HNTB) for the BOS RNAV STARS was only scoped for a web conference and would not be able to attend in person. She will double check with some of the other FAA meeting participants. J. Falbo inquired about when BOS/TAC will discuss Massport's response to CAC's refined ground measure requests, and requested FAA and Massport be present at the meeting. F. Leo indicated he was open to the idea, and can become available in person.

There was more discussion about the web conference and face to face meetings. S. Smith said it would be ideal to wait to have the next face to face BOS/TAC meeting until after the noise results from the measures have been completed. He also prefers that web-conference for the ground measures remains separate from the RNAV STARS web-conference, and can hold it anytime.

Initial discussion indicated that June 23<sup>rd</sup> could be the next face to face BOS/TAC meeting, but during the call, J. Falbo advised that he would be out of town June 15-25. He will discuss this with S. Kunz. Changing the date may be an issue because the following week would lead into the holiday weekend.

# Telephone Conversation/Meeting Summary

## Boston Logan Airport Noise Study Logan International Airport

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### **VII. Schedule:**

This topic discussion was combined with the previous agenda item. Please refer to Section VI.

#### **The call was opened to observers.**

R. Hardaway requested that information be sent to him regarding the RNAV STARS project. T. English said that since the project isn't finalized yet, there is nothing to send him right now; however, she hopes that there may be something to distribute prior to the web-conference.

D. Pomicter had four points:

1. Stated that he and others found the format of the subcommittee meetings Jan 26-27 to refine Measure courses very productive and efficient. With some present together physically and others by teleconference, viewing and discussing—with extensive interactive web graphics accessible simultaneously to all. It seems the intended future BOSTAC teleconference meetings can be more productive if a room is provided for some to participate physically together—particularly CAC members; Terry English, FAA; and Flavio Leo, Massport—with others, including consultants, by web conference with interactive graphics accessible.
2. Stated that he and others are anxious to get the Phase II, Level 2 report completed. It was due in 2010 and now seems, with final reviews of specific last pieces, to be completed in April. Some further comments are being held for Level 3, to ease completion of Level 2.

S. Smith pointed out that he was targeting the end of the week, but no later than end of April for the Draft report. He stated that with the review of the report, CAC would be requested for their review to be no longer than two weeks. He also reminded everyone that (the report) would need to go out to elected representatives.

3. He asked about the noise program response from Massport on ground measures and is not happy with the response that he has received. He added:
  - a. Massport considers their MEPA Section 61 and ROD requirements for a Single Engine Taxiing Program to be completed. The CAC disagrees. It seems that the FAA is agreeing with Massport, not pursuing further action. An explicit statement of opinion from the FAA is requested. In the meantime, the Level 2 report should not state Massport's position as agreed fact—as just stated on the BLANS Measures Status Summary Matrix: “the measure...was already implemented as required pursuant to MEPA Part 61 Findings.”
  - b. He also stated that the MEPA and ROD Program requirement, the Massport memo, the MIT Single Engine Taxiing Survey, and the MIT Metering Gate Hold Study—cited as completion of the desired Noise Measures—are all focused on Fuel, Time, and Emissions. They do not even mention noise.

S. Smith informed Darryl that the Level 2 report will reference Massport's response as an attachment and that no changes can be made to Massport's official document. D. Pomicter is looking for the FAA's determination as to whether or not it supports Massport's conclusions. S. Smith indicated that the language stated in the screening sheet will be reviewed.

4. He stated that with recent helicopter activities—particularly the Channel 5 emergency Mayday landing on Boston Common, US Coast Guard weekend low-level circling and buzzing, and the long-extended media helicopters coverage of the MBTA rescue—have

# Telephone Conversation/Meeting Summary

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focused community anger and concerns. He informed the PMT that a letter was sent from the Beacon Hill Civic Association to the FAA headquarters, dated March 30, 2011.

The PMT requested a copy of the letter. D. Pomicter will email a copy to BOSTAC and CAC.

Ed Deveau, new CAC representative from Revere, said that he isn't sure if he has all the necessary documentation to get up to speed, so he is going to talk to S. Kunz. J. Falbo told him that he could provide missing documentation, if needed. He was also reminded that all final documents exist on the public website. S. Smith will check to see if E. Deveau has access to the user forum, which contains some draft files that have been shared internally.

The call was adjourned.