

DRAFT Telephone Conversation/Meeting Summary

Boston Overflight Noise Study Logan International Airport

DATE: 11/15/05
TIME: 9:00 a.m.

Telephone Conversation
 Meeting
 Other

SUBJECT: Project Management Call

SUMMARY PREPARED BY: Cheri Massaro

DATE PREPARED: 11/15/05

PARTICIPANTS (include affiliation):

Name	Affiliation
Stephen Smith	PC
Greg Wellman	PC
Berta Hernandez	IC
Sandra Kunz	CAC
Flavio Leo	Massport
Ralph Dormitzer	CAC
Gail Lattrell	FAA
Jon Woodward	IC

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SUMMARY OF CONTINUING ACTION ITEMS

Alternative 14 – The original intent is to increase the shoreline crossing altitude. The PC/IC are proceeding with two procedures:

- Maximizing the shoreline crossing altitude while remaining within the departure sector boundaries.
- Achieving a 12,000 ft. shoreline crossing objective regardless of the affect on the sector boundaries.

The PC/IC intended on developing designs for all four runways, make sure they are integrated, and then run the noise and operational analysis on just the Runway 22 departures. Additional considerations include the following:

- Increasing the shoreline crossing altitude while minimizing the shifting of flights to noise sensitive land uses or other communities that are not getting overflights.
- Maximizing use of compatible land use.
- Providing as much dispersion as possible.

The PMT agreed that the PC/IC should proceed to consider two separate runway departure tracks coming across the shoreline: one for Runways 4 and 9 and one for Runways 15 and 22. It was also

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noted that since not all aircraft will be on the RNAV procedures additional dispersion will be achieved.

The PC/IC will seek four routes: two for the North flows (one inside and one outside of the sector boundaries) and two for the South flows (one inside and one outside of the sector boundaries). The noise and operational analysis will be done for one alternative under both within the sector boundary and outside of it. BOS/TAC will then make the decision of which they would like to use. The PC/IC confirmed that it is important to capture where the planes will fly and what it means for the distance flown and the PC/IC will look at the GIS data. Once the designs are done, the PC/IC will be able to share graphics of the designs with the Project Management Team (PMT).

BOS/TAC meeting – The PMT agreed that the December 15th meeting with BOS/TAC should be held to keep everyone informed. A status report will be issued at the meeting and possibly graphics. Alternative 13 will be discussed.

Alternative 13 – Two options for this alternative being considered. Option 1 for Alternative 13, which involves the departures off Runways 15 and 22, west bound props late at night, a turn west over COHASSET, and a radar vector was accepted over Option 2, which consisted of the tear drop figure. The reason that Option 1 was more favorable was the conflict of traffic. However, the PMT expressed concern that Option 1 will add props to other flights and will cause problems with traffic.

Action Items – Sandra and Ralph will be coming up with a written summary of the notes from the CAC meeting. Sandra agreed to send a list of the officers out to the rest of the PMT.

Eleven connections are allowed for the December 15th BOS/TAC meeting. Sandra agreed to contact CAC members and find out who will attend.

The PMT confirmed that the December 15th meeting will be held at 9:30 a.m.

Phase 2 Scoping – The PMT suggested that Phase 2 be discussed in the December 15th BOS/TAC meeting. The PMT will consider this and come up with a decision by the next PMT meeting call. Jon Woodward suggested that there be a two-day meeting: one day in January for a discussion on the Alternatives, and a second day to cover scope.

A real contours discussion from a noise perspective was suggested. The PMT reported that it is being worked on now and is in the transition period.

Current Work Effort Status – For Group B, the PC/IC is continuing on with Alternatives 6, 7, 12 b, and 12c in operational and noise analysis. Alternatives 9 and 12a, which is related to the left downwind, went through the RAPTOR review with FAA. FAA is looking at the IFR data samples.

The PC/IC has made a request for the VR samples, and haven't received them as of yet. The preliminary designs are near completion and the PMT expect to have a preliminary design call to discuss. Flight testing will proceed in the Spring after the BOS/TAC meeting.

Group C, Alternative 11 designs (visual approach) were put on hold until Group A is finished.

For Group D, Alternative 13, no further work will be done until BOS/TAC comes back with a decision.

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The PMT confirmed that the call for next week has been canceled.

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Topic/Discussion	Action Item/Responsibility
CAC Meeting.	Sandra Kunz and Ralph Dormitzer to provide written summary of notes.
December 15 th BOS/TAC meeting.	Sandra Kunz to contact CAC members and find out who will attend. PMT to consider discussion on Phase 2
CAC Officers.	Sandra Kunz to send out list of all CAC officers to members of the PMT.