

DRAFT Telephone Conversation/Meeting Summary

Boston Overflight Noise Study Logan International Airport

DATE: 12/20/05
TIME: 9:00 a.m.

Telephone Conversation
 Meeting
 Other

SUBJECT: Project Management Call

SUMMARY PREPARED BY: Cheri Massaro

DATE PREPARED: 12/20/05

PARTICIPANTS (include affiliation):

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

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SUMMARY OF CONTINUING ACTION ITEMS

BOS/TAC Meeting Briefing - The Project Management team (PMT) discussed the BOS/TAC Meeting that took place on December 15th, 2005. The PMT agreed that the goals that had been established by the PC/IC were not presented clearly in the meeting. The PMT agreed that they did not see a South flow over LUCOS, and NELLIE and GLYDE are all due West.

The PMT agreed that having the meeting was a better way to inform people and keep them updated, but agreed that taking turns and holding comments made it very difficult to receive feedback.

The CAC suggested that a better way to present the information would be to put in the climb rates, typical two-engine planes, and forget the tail wind situation (these are not seen often) in order to have a decent discussion. The CAC reported that the PC put the worst case condition forward, which the PMT agreed may not be the best way to go forward with future meetings. The numbers that were presented for the design did not realistically portray how it will be done, and the team cannot make reasonable judgments with this information. The CAC suggested running one plot and showing that it is a probability case in order to have a basis for judgment.

The PMT reported that FAA is going to go forward with an RNAV procedure that won't be based exclusively on operational needs. The PMT reported that there are protocols set in the design and agreed that it would be best to determine how much of the procedure is a safety issue and isolate the points of safety. The PMT reiterated that the goal is to achieve noise abatement and agreed that they need to work within the parameters used for designing these procedures.

The PC/IC reported that there would be a call later today with TRACON in order to discuss workable designs.

The purpose of the BOS/TAC meeting, the PMT explained, was to raise questions about the design work. The PMT agreed that this strategy would be helpful in minimizing costs by frequently updating members

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on changes. However, the PMT explained that there remains a problem of perception. The PMT suggested presenting bar charts of the noise and operational analysis and working quantitatively.

The PMT reported that some of the changes included a climb rate change of less than 500 feet and a fly-by to a fly-over. All of these changes changed the parameters. The PC/IC reported that they had stopped all of the work on the design based on direction provided by Ralph Dormitzer. They wanted to originally have the design done before the meeting.

The PMT reported some of the issues with managing the project. Some of the issues included having articulated goals with the project, having national standards, and the need to differentiate safety and design issues. The PMT suggested that the technical team might possibly be over-managed, which slows down the design process, and they may not feel they have been given the freedom to do their job. The PMT agreed to let the PC/IC finish the work in a timely manner with a focus achieving the ending result.

The PMT reiterated that the goals for the PC/IC are to get the aircraft up higher and disperse the traffic as much as possible. The PMT agreed that they would work with the PC/IC and make improvements with the noise given the limitations.

One of the main issues with presentation, the PMT explained, is the fact that the PC/IC is presenting to a bunch of different groups in the public. From the air traffic perception, the study is moving forward. The technical team will move forward with the designs. The PMT agreed that it is better to show an expected dispersion along each of the two-mile wide tracks. This strategy will help the PC/IC address the issues with altitude and dispersion.

At the meeting with the TRACON later today, the PC/IC will receive feedback from Joe Davies and Joe Bellabona regarding the current RNAV designs.

The PMT is to look at the scope for Phase 2 over the break. The Project Management Call for next week Tuesday has been canceled due to the holidays.

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Topic/Discussion	Action Item/Responsibility
Phase 2 Scope.	The PMT is to look over the scope for Phase 2 over the break in preparation for the next Project Management meeting.
Meeting with TRACON.	The PC/IC will report on progress after a scheduled meeting with Joe Davies and Joe Bellabona.