

DRAFT Telephone Conversation/Meeting Summary

Boston Overflight Noise Study Logan International Airport

DATE: 1/10/06
TIME: 9:00 a.m.

Telephone Conversation
 Meeting
 Other

SUBJECT: Project Management Conference Call

SUMMARY PREPARED BY: Cheri Massaro

DATE PREPARED: 1/10/06

PARTICIPANTS (include affiliation):

| Name | Affiliation |
|-----------------|-------------|
| Stephen Smith | PC |
| Greg Wellman | PC |
| Gail Lattrell | FAA |
| Sandra Kunz | CAC |
| Ralph Dormitzer | CAC |
| Jon Woodward | IC |

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| Individuals | Files |
|-------------|-------|
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SUMMARY OF CONTINUING ACTION ITEMS

The PC reported that they are going to distribute the BOS/TAC meeting minutes to the PMT next week after editing is done.

The PC reiterated that they can not use Google Earth due to a corporate policy stating that there is no license agreement between Google and members of the PC.

FAA reported that they have had a meeting concerning air traffic and their commitment to be responsible for management and leadership for the project. Gail informed PMT of Steve Kelly's future involvement in this project, and will begin attending PMT calls next week. Opportunities to maintain Teri's involvement is under investigation. FAA confirmed that they will send out the meeting minutes to the other members of the Project Management Team (PMT).

Phase 2 Scope of Work Status - The PC reported that they are drafting up sections and will submit them to the IC for review. The PC confirmed that they will have the draft prepared to share with the other members of the PMT sometime in February. The PMT agreed that they should gather a draft that the whole PMT can agree to and then share it with the BOS/TAC members as soon as possible. The PMT reported that FAA would most likely have comments.

The PMT explained that once the draft goes into the EIS process, participation outside of the FAA may become an issue. Therefore, the work plan calls for completing the alternative analysis and secure a BOS/TAC recommendation prior to beginning the EIS process. The PMT confirmed that they will go through the Alternative Analysis and will look at the noise and operational analyses.

PC reported that BOS/TAC is expected to decide on the alternatives that can be implemented and agree on a cumulative package that makes up the preferred alternative, which proceeds through the EIS analysis. Other areas of concern were discussed, such as air quality impacts.

The PMT speculated whether or not they should schedule another meeting with BOS/TAC members to discuss Phase 2 scope of work, especially to ensure the scope captures PRAS and ground noise

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concerns. The CAC suggested that they should bring in information to PMT Conference Calls, comment on them, and then bring them to the attention of BOS/TAC members. The PMT agreed to have a meeting on the Phase 2 Scope of Work with BOS/TAC. PC and IC expect to complete a preliminary draft by the end of January. The draft will be forwarded to PMT for review. BOS/TAC review will depend on the duration of PMT review.

Introduction Draft – Originally, the PC identified all of the alternatives in the introduction. The PMT agreed that it would be better to ask what alternatives can be implemented and add in only those. The PC reported that BOS/TAC would have to make that decision, and would be part of the alternative analysis process in Phase 2. No further comments or suggestions were provided for the introduction.

Update Status Items – For Group A, Alternative 5, the PC/IC reviewed RNAV routes 4, 9, 22 and 15. The PC/IC reported that they are concluding the design on Route 22 in order to proceed with the operational and noise analysis.

For Route 9, they are adjusting the departure sector to the east (1-1/2) based on FAA input. The PC/IC reported that they received indication from Toni Dusseault that they can adjust the sector 1.5 miles, which allows little movement of the Runway 9 route. The PC/IC confirmed that Robb Varani is working on this presently. The PC will add the south, north and northwest route to the Runway 22 RNAV design.

The next step, the PC/IC explained, is to begin the operational and noise assessment. The CAC explained that the Runway 22 route crossing would place the shoreline crossing in a dense area. They reported a preferred area one mile north. The disadvantage, CAC explained, is that the dispersion between Runway 09 and 22 routing would be affected, changing it from 2.7 miles to 1.7 miles. The PC reported that they can not make the turn any tighter because anytime a route is moved north, altitude and dispersion is reduced. PC also reported that moving the Runway 22 route may not be technically feasible based on RNAV design criteria. PC will confirm this with Robb Varani.

To proceed on with noise analysis for Alternative 5/14/15, the PC will completed three key input variables: translate RNAV and conventional routes into GIS for Wyle, estimate RNAV route utilization via the RNAV survey, and estimate the expected shoreline-crossing altitude.

The PC explained that, for the scope, they will take Alternative 5 and do the full noise and operational analysis. The purpose for the analysis is to provide BOS/TAC the necessary information to decide on whether to proceed with the inside or outside sector scenario. Ralph mentioned his concern about obtaining BOS/TAC concurrence on the proposed routes prior to proceeding with noise and operational analysis. PMT decided to reserve further discussion for next week to think about potential impacts to the project.

For Group B, Alternatives 6, 7, 12b, 12c, 9 and 12a, the PC will have additional output this Friday to review with IC.

The PC explained that the assumptions on Alternatives 9 and 12a are important and reported that Denis Burke will send a table showing track distribution assumptions out to the IC for review.

For Alternative 13, CAC has not yet discussed the status. The PMT reported that there is no meeting scheduled yet, but the CAC will work on scheduling one. PC emphasized the importance of documenting CAC discussion for the record.

For next Tuesday, the PMT confirmed that there will be a discussion on whether or not BOS/TAC will have to review crossing routes, the PC/IC will continue to provide status on Phase 2 Work Status, and Steve Kelly will join the telecoms per Gail Lattrell's request.

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| Topic/Discussion | Action Item/Responsibility |
|--------------------------|--|
| BOS/TAC Meeting minutes. | The PC is to distribute the BOS/TAC meeting minutes to the PMT next week after editing. |
| Air Traffic. | FAA is to send out the meeting minutes from the meeting concerning air traffic and their commitment to be responsible for management and leadership for the project. |
| Alternative 13. | The CAC is to work on scheduling a meeting for discussion. CAC will share discussion notes for the record. |