

**Boston Logan Airport Noise Study  
Project Plan**

**Updated October 7, 2009**

This Project Plan will be implemented by the Project Consultant Team to complete the Scope of Work (dated August 26, 2006). The Project Plan meets the requirements set forth by Task 2.1 "Develop Decision Process/Communications Protocol". The Project Plan provides an outline of the project management goals and objectives which are intended to provide a series of steps throughout the process. This Plan also serves as a means to communicate with project participants as to the status of the project, points of communication and current roadmap as changes occur. The Project Plan is subject to changes as necessary and will be updated as the process dictates. Updates to this plan are part of the ongoing project management responsibilities.

## **I. Project Goal**

The goal of this study, as stated in FAA's Boston Logan International Airport Airside Planning Environmental Impact Statement (EIS) Record of Decision (ROD) is to reduce noise on communities by evaluating proposals on the basis of environmental benefit, operational impact, aviation safety and efficiency, and consistency with applicable legal requirements. The overall goal of Phase 2 is to identify and evaluate noise abatement procedures that provide a reduction and/or more equitable distribution of aircraft noise for areas that experience high Day-Night noise levels, without negatively impacting the FAA's organizational goals, which include increased safety and providing a greater capacity in the airspace system to meet projected demand in an environmentally sound manner along with the FAA's stated mission to provide the safest, most efficient aerospace system in the world.. The primary focus for Phase 2 is to investigate aircraft flight and ground noise impacts close to the airport (approximately 5 nautical miles). Noise abatement proposals that FAA considers safe and efficient and that will not adversely affect other communities may be implemented. Those proposals that are found not to create a significant impact according to FAA Order 1050.1E may be implemented to the extent feasible prior to completion of the noise abatement study. Those proposals that are found to potential cause significant environmental impact will be further evaluated in Phase 3 according to NEPA guidelines.

On May 28, 2009, CAC presented to the project team their goal for this project:

*Safely reduce the aircraft flight and ground noise exposure from BOS-related operations[1]/ on as many residents of communities in the Boston area as practicable. ([1]/ BOS-related operations are those which takeoff, land at Boston Logan Airport, or are controlled by air traffic controllers located at the Boston Logan Air Traffic Control Tower.)*

CAC also presented a series of criteria and objectives designed based on the above goal statement. The CAC criteria and objectives will be applied by CAC as they propose conceptual measures and ultimately decide which ones that passed through the alternative analysis should be recommended for implementation. This project plan outlines objectives that need to be achieved to successfully complete the project and should not be confused with the noise abatement objectives outlined by CAC. The project objectives are not related to the overall noise abatement goal. The tasks for each objective can be seen as steps that are to be taken to ultimately

complete and achieve the project objective. Steps may be added or removed as necessary to achieve the project objectives in an efficient manner.

## **II. Summary of Objectives and Activities**

The following paragraphs summarize the project objectives and activities set forth under the Communication Plan and the Work Plan.

### **2.1 Communication Plan Objectives and Activities**

#### **Objective #1: Conduct scheduled BOS/TAC/CAC quarterly scheduled meetings**

##### **Activities:**

The meetings are face-to-face and/or teleconference meetings with BOS/TAC and Logan Community Advisory Committee (CAC) members to discuss progress in project plan, address issues that hinder progress and/or review milestone results (if available) of each activity listed in Section II, Work Plan Objectives and Activities. Meeting dates are pre-set. Meeting dates are not dependent upon milestones. This was purposely designed in order to provide BOS/TAC and CAC members ample time to plan to attend these meetings. In addition, Web-Conference calls may be scheduled to seek BOS/TAC/CAC input or acceptance on items in order to keep work efforts moving forward.

#### **Objective #2: Conduct scheduled CAC meetings**

##### **Activities:**

Through the course of Phase 2, several types of meetings and coordination will be conducted with the CAC. These include scheduled regular meetings of the full CAC membership, as well as less-formal teleconferences and focus group meetings of members who seek more detailed information about specific topics or the effects in special areas. These meetings are critical in keeping CAC informed and providing feedback in a timely manner.

#### **Objective #3: Provide an opportunity for BOS/TAC and CAC members to submit comments or questions regarding the project along with timely responses.**

##### **Activities:**

- Resolve scope of work issues, process adjustments and project status. – ongoing via Project Management Team
- FAA to provide a comment/question page on the FAA website for public requesting information from the FAA. – in process
- Develop a protocol for CAC members who request information from FAA, Massport and consultant teams. - completed

**Objective #4: Share information with the general public related to key milestone accomplishments and decisions by BOS/TAC and/or CAC.**

**Activities:**

- Post meeting agenda, presentations and meeting notes on public website. - ongoing
- Post summary documentation utilized by BOS/TAC/CAC to make decisions throughout the process. - ongoing

**Objective #5: Report on FAA air traffic procedure implementation meetings to gain insight on Phase 1 alternative implementation and provide updates to CAC and general public.**

**Activities:**

- Assist in reviewing proposed changes to Phase 1 alternatives to ensure intent is maintained. – completed May 28, 2008
- Provide BOS/TAC/CAC periodic status updates of implementation process. – provided during PMT meetings
- Report effectiveness of implementation to BOS/TAC/CAC (does design meet intent). – completed by IC on January 20, 2009 and July 14, 2009.
- Develop reports that will assess effectiveness of procedures after implementation. – after all Phase 1 alternatives are implemented

## **2.2 Work Plan Objectives and Activities**

**Objective #1: Develop achievable noise modeling process and corresponding output to develop Integrated Noise Model input that accounts for both ground and altitude average variations.**

**Activities:**

- Develop a protocol that constructs INM input data to more comprehensively account for the average annual day variances in both ground track and altitude, and can be applied to alternative analysis. – completed December 10, 2007
- Collaborate with BOS/TAC and CAC and gain concurrence that methodology is reasonable for purposes of this project. – conducted between May 24, 2007 to December 9, 2007
- Seek FAA Environment and Energy (AEE) and Air Traffic Organization (ATO) acceptance of protocol. – completed January 28, 2008.

**Objective #2: Develop achievable noise measurement program to collect data to be used to characterize background noise levels and verify INM input development.**

**Activities:**

- Review Massport permanent monitoring site location and measurement – completed by IC
- Select 14 candidate side-by-side sites. – completed by IC
  
- Identify 8 regions for potential supplemental (24-hour) measurement– completed by IC
- Visit each region and Massport site to review site conditions– completed by IC
- Meet with CAC to select 12 finalist side-by-side sites and 6 supplemental site regions. – completed by IC
- Identify host locations within each supplemental site region. – completed by IC
- Conduct field measurements of ambient and aircraft events– completed by IC
- Obtain processed radar data from Massport for measurement period– completed by IC
- Post-process radar data and correlate operations to measured events at each site– completed by IC
- Prepare tables of aircraft noise level ranges at each site– completed by IC
- Document details of the site selection criterion, process and results. – completed by IC

**Objective #3: Execute noise modeling protocol to develop a reasonably accurate depiction of aircraft noise exposure levels (single-event and cumulative levels) for existing conditions for both air traffic and airfield movements.**

**Activities:**

- Collect and process 12-month set of radar flight track and flight plan data (2005). – completed December 14, 2006.
- Conduct comparison analysis between 2005 and 2006 to confirm that 2005 provides a reasonable representation of existing conditions – completed January 31, 2008
- Identify major traffic flows for each runway, operation mode and aircraft category per the noise modeling protocol procedure. – completed September 17, 2008
- Develop INM generalized flight tracks and profiles as prescribed by the noise modeling protocol. – completed April 3, 2009
- Develop average annual day operations input file for each of the six major configurations and average annual day condition. – completed September 17, 2008
- Develop aircraft ground movement tracks and associate average annual day operations to each route. – June 1, 2009
- Calculate noise metrics using appropriate models stated in the noise modeling protocol. – March 30, 2009
- Calculate and document existing conditions noise impacts per the noise modeling protocol. - ongoing
- Compare single event outputs results with measured noise data provided by IC. – completed July 8, 2009
- Modify operational input data, as appropriate, to achieve acceptable comparisons between modeled and measured results for aircraft types. – completed July 8, 2009

**Objective #4: Model existing conditions airfield/air traffic operations to quantify operational metrics associated with ground and airspace delay.**

**Activities:**

- Collect airport operation statistics (radar flight data, airline schedule data, airport layout plan, etc.) – conducted between December 14, 2006 and November 5, 2007.
- Construct airport and air traffic routing and flight procedure rules and assumptions for each of the six major configurations. – conducted between January 1, 2008 and December 16, 2008.
- Calibrate the airfield/air traffic model. – completed September 2, 2008
- Determine representative design day or peak month average weekday for the existing condition year and flight schedule. – completed November 5, 2007
- Calculate airfield/air traffic delay statistics. – completed December 16, 2008

**Objective #5: Model future No Action conditions airfield/air traffic operations to quantify operational metrics associated with ground and airspace delay.**

**Activities:**

- Develop future No Action airport layout that includes approved ALP improvements (includes approved airfield improvements such as centerfield taxiway).
- Update existing conditions airport and air traffic routing and flight procedure rules and assumptions for each of the six major configurations to reflect future No Action procedures associated with airfield improvements and implemented Phase 1 alternatives.
- Utilize existing 2010 peak month average weekday flight schedule used for the FAA center taxiway study.
- Calculate airfield/air traffic delay statistics.

**Objective #6: Execute noise modeling protocol to develop a reasonably accurate depiction of aircraft noise exposure levels (single-event and cumulative levels) for future No Action conditions for both air traffic and airfield movements.**

**Activities:**

- Process No Action simulation routes/data.
- Maintain existing conditions major traffic flows for each runway, operation mode and aircraft category per the noise modeling protocol procedure, but update accordingly for any procedure changes associated with Runway 14 departures, Runway 32 arrivals and Phase 1 Early Implementation Alternatives to be implemented by 2010.

- Update INM generalized flight tracks and profiles according to future No Action expectations and as prescribed by the noise modeling protocol.
- Develop future No Action average annual day operations input file for each of the six major configurations and average annual day condition via the future No Action 2010 PMAWD flight schedule.
- Update aircraft ground movement tracks and associate average annual day operations to each route to reflect future No Action ground movement procedures and operation levels.
- Calculate noise metrics using appropriate models stated in the noise modeling protocol.
- Calculate and document existing conditions noise impacts per the noise modeling protocol.

**Objective #7: Update geographic, land use and socio-economic data from MassGIS for use in existing and alternative noise impact analysis.**

**Activities:**

- Download 2000 Census data (including environmental justice population), protected open space data, schools, hospitals, long-term care residences, land use, and appropriate political boundaries. (sources will include MassGIS and/or Boston Metropolitan Area Planning Council) – completed September 18, 2007
- Update Phase 1 basemaps. – completed September 18, 2007
- Summarize key population data for each study area community (use for environmental justice assessment purposes). – conducted based on noise exposure results.

**Objective #8: Develop Goals and Objectives statement**

**Activities:**

- CAC to meet and derive clear goals and objectives of study with IC assistance as needed. – conducted between February 28, 2008 and May 27, 2009
- Conduct review period with FAA – conducted between May 28, 2009 and June 16, 2009
- Arrive at a concurrence on Goals and Objectives statement that meets NEPA requirements. – completed by CAC on August 13, 2009.

**Objective #9: Conduct CAC collaborative process to confirm up to 10 Phase 1 concepts, 10 new air traffic concepts and 5 new ground noise concepts.<sup>1</sup>**

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<sup>1</sup> Scope of Work dated August 16, 2006 (page 3): Assuming that the centerfield taxiway is approved, alternatives to the centerfield taxiway that were considered in the study conducted by FAA will not be re-examined in this study.

**Activities:**

- Associate major aircraft noise concerns for each CAC community through discussions and/or survey information collected by IC in Phase 1.- completed
- Develop an efficient process for CAC to brainstorm and identify concepts that address noise concerns – completed October 2007
- Review 12 concepts from Phase 1 that were assigned to Phase 2 evaluation to determine if CAC continues support for those measures. – conducted between October 2007 and January 2008; completed August 13, 2009.
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- Identify concepts that can potentially provide a noticeable reduction in ground noise. – completed November 2007
- Identify new concepts that may address major aircraft noise impact concerns. – completed January 2008
- Develop concept-level illustrations that include description and intent. – completed March 12, 2008

**Objective #10: Conduct Level 1 Screening analysis on CAC concepts and Phase 1 Carry Over measures to identify those that will not meet CAC objectives and FAA safety and technical feasibility criteria; assuming up to 18 concepts will proceed to Level 2 Screening.**

**Activities:**

- FAA Air Traffic Evaluation Team to conduct screening assessment and eliminate any measures that diminish safety or present substantial operational hurdles (Scope of Work dated August 16, 2006, page 33). – March 13, 2008; April 10, 2008; April 18, 2008; January 8, 2009.
- Share findings with BOS/TAC and CAC and address comments and questions related to determinations – conducted between May 29, 2008 and May 28, 2009.
- CAC to determine if proposed concepts meet goals and objectives – completed August 13, 2009.
- Document determinations and information used to make such determinations. – conducted between May 29, 2008 and October 5, 2009; completed October 5, 2009.

**Objective #11: Conduct Level 2 Screening on 18 designs to assess operational impact and potential aircraft noise benefit screening criteria, assuming up to 12 designs proceed to Level 3 Screening.**

**Activities:**

- FAA Air Traffic Evaluation Team and PC to refine concepts to a design level needed to conduct further analysis –August 18, 2009, August 9, 2009; further meetings expected.
- FAA Air Traffic Evaluation Team to conduct a detailed operational review of each design to ensure feasibility. –August 18, 2009, August 9, 2009; further meetings expected.
- Share operation review findings with BOS/TAC and CAC and address comments and questions related to determinations

- PC to conduct a noise screening process to assess the potential for change each design may have on noise impacts over various communities.
- Share noise screening findings with BOS/TAC and CAC and address comments and questions related to determinations
- Document findings and supporting information associated with screening decisions.

**Objective #12: Conduct detailed air traffic operations and noise modeling to quantify key metrics used to compare change between a future year No Action and Alternative scenario for Level 3 alternatives.**

**Activities:**

- Refine retained designs to an alternative level of detail that will be sufficient to adequately model air traffic and noise impacts.
- Quantitatively assess Level 3 alternatives associated with air traffic and aircraft noise impacts, when applicable.
- Provide metric results in summary format used by BOS/TAC and CAC to select preferred alternatives.

**Objective #13: Identify strategic elements of PRAS to determine if the program remains viable and can meet its original intention.**

**Activities:**

- Conduct strategic discussion between Massport and CAC and facilitated by FAA regarding the viability of PRAS and intent.
- Draft memorandum summarizing the PRAS discussion and joint decision regarding the viability of PRAS.

**Objective #14: Select preferred alternatives that meet set criteria and develop up to two different of alternative combinations to assess cumulative impacts/benefits.**

**Activities:**

- CAC to select preferred alternatives based on individual alternative results.
- Identify a combination of preferred alternatives for cumulative impact analysis (one Proposed Project alternative).
- Conduct and report cumulative impact results and compare against No Action (includes implemented Phase 1 measures) and No Project (no Phase 1 and Phase 2 measures implemented).
- CAC review and recommendation of preferred Level 3 alternative for implementation to Massport.

**Objective #15: Develop Phase 3 Scope of Work intended to identify work items associated with proceeding through FAA NEPA process.**

**Activity:**

- Develop preliminary Phase 3 scope of work associated with completing NEPA process in accordance with FAA Order 1050.1E.

### **III. Detailed Description**

The following section provides greater details on the objectives, activities and associated steps (including meeting dates and information on the process) for the Phase 2 Communication Plan and the Work Plan.

#### **3.1 Communication Plan Objectives and Activities**

Throughout the work plan process, communication of information will be instrumental in accomplishing the overall goal of this project. The process steps provided above highlight elements where communication and information sharing will be conducted.

The primary stakeholders for this project are the FAA, Massport and CAC, which are all members of BOS/TAC. Each group and the individuals with the group have a keen interest in each work plan objective and how the activities are conducted to meet each objective of the work plan. The communication plan is designed to maintain a transparent flow of information and discourse among the stakeholders. In addition, sharing information with the general public via the public website will be required throughout the project. The public should be afforded the opportunity to review key pieces of information used by the stakeholders during the decision-making process instituted both by BOS/TAC and CAC. The following objectives and activities are designed to accomplish both stated elements.

#### **Objective #1: Conduct scheduled BOS/TAC/CAC scheduled meetings**

##### **Activities:**

The following meetings are face-to-face and/or teleconference meetings with BOS/TAC/CAC members to discuss progress in project plan, address issues that hinder progress and/or review milestone results (if available) of each activity listed in Section II, Work Plan Objectives and Activities. Meeting dates are pre-set. Meeting dates are not dependent upon milestones. This was purposely designed in order to provide BOS/TAC and CAC members ample time to plan to attend these meetings.

- Meeting 1: May 24, 2007 – Phase 2 Kick-off Meeting - completed
- Meeting 2: September 27, 2007 - completed  
Agenda/Handouts Distribution Date: September 6, 2007 - completed
- Meeting 3: February 28, 2008 - completed  
Agenda/Handouts Distribution Date: February 15, 2008 - completed
- Meeting 4: May 29, 2008 - completed  
Agenda/Handouts Distribution Date: May 9, 2008 - completed
- Meeting 5: September 25, 2008 –(rescheduled on May 28, 2009) - completed  
Agenda/Handouts Distribution Date: September 4, 2008 (rescheduled for May 15, 2009) - completed

- Meeting 6: January 29, 2009 –(rescheduled on October 22, 2009)  
Agenda/Handouts Distribution Date: January 8, 2009 (rescheduled for October 9, 2009)
- Meeting 7: June 25, 2009 (rescheduled on January 28, 2010)  
Agenda/Handouts Distribution Date: June 11, 2009 (rescheduled for January 14, 2010)
- Additional special topic BOS/TAC meetings will be held via web conferencing. Additional meetings will be determined based on when key milestones require review and approval, or high-level issues require resolution in order to proceed forward with the project plan and/or SOW. This will occur when a set meeting listed above will not occur within 15 working days when a milestone is reached or a high-level issue requires attention. This is to ensure that the timeframe to achieve each objective is not needlessly extended.

### **Applicable SOW Tasks**

Task 2.3

### **Planned Timeframe**

Duration of project – up to 14 face-to-face and/or teleconference meetings

## **Objective #2: Conduct scheduled CAC meetings**

### **Activities:**

Through the course of Phase 2, several types of meetings and coordination will be conducted with the Community Advisory Committee. These include scheduled regular meetings of the full CAC membership, as well as less-formal teleconferences and focus group meetings of members who seek more detailed information about specific topics or the effects in special areas.

### **CAC – BOS/TAC Preparatory Meetings**

The following meetings are face-to-face meetings with the CAC membership to discuss the issues that will be addressed at the following BOS/TAC. Meeting will be held either immediately prior to or on the day preceding the scheduled BOS/TAC meetings. Therefore, the scheduling of the CAC-BOS/TAC Preparatory Meetings is dependent upon scheduled BOS/TAC meetings.

- Meeting 1: May 24, 2007 – Phase 2 Kick-off Pre-Meeting
- Pre-Meeting 2: September 26 or 27, 2007  
Agenda/Handouts Distribution Date: September 6, 2007
- Pre-Meeting 3: January 23 or 24, 2008  
Agenda/Handouts Distribution Date: January 3, 2008
- Pre-Meeting 4: May 28 or 29, 2008

- Agenda/Handouts Distribution Date: May 8, 2008
- Pre-Meeting 5: September 24 or 25, 2008 – CANCELLED (rescheduled for May 27, 2009)  
Agenda/Handouts Distribution Date: September 4, 2008
- Pre-Meeting 6: January 28 or 29, 2009 – CANCELLED (rescheduled for October 21, 2009)  
Agenda/Handouts Distribution Date: October 7, 2009
- Pre-Meeting 7: June 24 or 25, 2009 (rescheduled for January 27, 2009)  
Agenda/Handouts Distribution Date: January 7, 2009

Should additional BOS/TAC pre-meetings be required, they will be held via web conferencing. Additional meetings will be determined based on when key milestones require review and approval, or high-level issues require resolution in order to proceed forward with the project plan and/or SOW. This will occur when a set meeting listed above will not occur within 15 working days of when a milestone is reached or a high-level issue requires attention. This is to ensure that the timeframe to achieve each objective is not needlessly extended.

### **Regular CAC Meetings**

In addition to those meetings of the CAC that are held prior to the regularly scheduled BOSTAC meetings, the CAC will meet periodically to discuss project issues and status, become better educated about the planning process, or discuss other strategic topics. These meetings are proposed to be held intermediately between each scheduled BOSTAC meeting and following the final BOSTAC meeting. Five face-to-face meetings and three teleconferences are planned. The proposed timing for these sessions is:

- CAC Meeting 1: week of July 26, 2007 (visit)  
Agenda/Handouts Distribution Date: July 12, 2007
- CAC Meeting 2: week of November 28, 2007 (teleconference)  
Agenda/Handouts Distribution Date: November 10, 2007
- CAC Meeting 3: week of March 17, 2008 (visit)  
Agenda/Handouts Distribution Date: February 28, 2008
- CAC Meeting 4: week of July 14, 2008 (visit)  
Agenda/Handouts Distribution Date: June 27, 2008
- CAC Meeting 5: week of November 10, 2008 (teleconference)  
Agenda/Handouts Distribution Date: October 24, 2008
- CAC Meeting 6: week of March 16, 2009(visit)  
Agenda/Handouts Distribution Date: February 27, 2009
- CAC Meeting 7: week of July 20, 2009 (teleconference)  
Agenda/Handouts Distribution Date: July 3, 2009

Should additional regular CAC meetings be required of the Independent Consultant, they will be held via web conferencing. Such meetings will be dependent upon the extension of Phase 2 of the project beyond the last meeting indicated above, and will be subject to renegotiation and revision of the Scope of Work for the project.

**Focus Group Meetings**

During the course of Phase 2, provision has been made for the IC to meet 5 times and teleconference 3 times with all or portions of the CAC, and/or other groups, to focus on specific issues relevant to the Phase 2 planning process. Such meetings will occur during other visits to Boston for regularly-scheduled BOSTAC or CAC meetings. One meeting was used to discuss the noise measurement program and review the selection of sites. At least one other meeting is dedicated to the discussion of PRAS at the end of the Phase 2 process. Other topics of focus group meetings will be at the discretion of the CAC, as directed at one of their regular CAC or BOSTAC pre-meetings and may be used for education or discussion of specific issues.

**Applicable SOW Tasks**

Task 2.2

**Planned Timeframe**

Duration of the project – up to seven (7) BOS/TAC pre-meetings, five (5) face-to-face CAC meetings, five (5) face-to-face focus group meetings, three (3) teleconference CAC meetings and three (3) teleconference focus group meetings - June 2009.

**Objective #3: Provide an opportunity for BOS/TAC and CAC members to submit questions regarding the project along with timely responses.**

**Activities:**

- Resolve scope of work issues, process adjustments and project status.
- FAA to provide a comment/question page on the FAA website for public requesting information from the FAA.
- Develop a protocol for CAC members who request information from FAA, Massport and consultant teams.

**Process Steps**

Steps	Completed
1. Develop comment/question protocol for CAC members. Note: Reference "CAC and General Public Request Protocolv1.pdf -	☒
2. Develop and implement project Q&A site on public website. Note: Forum was put online, but not widely used by CAC. User survey indicated lack of support and use of forum site. Discussion site taken off-line, but used for file sharing.	☒

Steps	Completed
3. FAA to implement a FAA-specific comment/question page.	<input type="checkbox"/>
4. Post frequently asked questions and answers on public website.	<input type="checkbox"/>

**Applicable SOW Tasks**

Task 1.2, Task 2.5

**Planned Timeframe**

Duration of project - December 2011.

**Objective #4: Share information with the general public related to key milestone accomplishments and decisions by BOS/TAC and/or CAC.**

**Activities:**

- Post meeting agenda, presentations and meeting notes on public website - ongoing
- Post summary documentation utilized by BOS/TAC/CAC to make decisions throughout the process. - ongoing

**Process Steps**

Information will be posted as identified in the work plan process steps outlined in Section II.

**Applicable SOW Tasks**

Task 2.5

**Planned Timeframe**

Duration of project - December 2011.

**Objective #5: Attend key FAA air traffic procedure implementation meetings to gain insight on Phase 1 alternative implementation and provide updates to CAC and general public.**

**Activities:**

- Attend FAA air traffic procedure implementation meetings as needed (e.g. RAPT group meetings).
- Assist in reviewing proposed changes to Phase 1 alternatives to ensure intent is maintained.
- Provide BOS/TAC/CAC periodic status updates of implementation process.
- Report effectiveness of implementation to BOS/TAC/CAC.

- Develop reports that will assess effectiveness of procedures after implementation.

**Process Steps**

<b>Steps</b>	<b>Completed</b>
1. Attend Phase 1 Alternative implementation kick-off meeting (May 28, 2008)	<input checked="" type="checkbox"/>
2. Provide periodic status updates during the process. (via PMT calls)	<input checked="" type="checkbox"/>
3. Review potential changes to alternative design to ensure intent is maintained. (January 20, 2009 and July 14, 2009)	<input checked="" type="checkbox"/>
4. Develop report concepts from Massport airport noise and operations monitoring system that will assess effectiveness of implemented alternatives. (after all are implemented)	<input type="checkbox"/>

**Applicable SOW Tasks**

Task 2.4; Task 3

**Planned Timeframe**

October 2007 to December 2010

**3.2 Work Plan Objectives and Activities**

The following information outlines the key objectives to meet in order to accomplish the project goal. A project objective is a specific statement of the work intended to be carried out. Objectives set forth are designed to be achievable, challenging and meaningful to this project. For each major objective, a list of the activities required to meet the stated objective is set forth. The activities correlate with the Phase 2 Statement of Work (SOW) dated as of August 16, 2006. The applicable SOW tasks are provided. General steps are provided that may serve as a checklist to assess progress towards meeting each stated objective. Finally, a planned or estimated timeframe to start/complete the activities is provided. This is a planned timeframe which may change depending upon changing circumstances in the internal or external project environment.

**Objective #1: Develop achievable noise modeling process and corresponding output to develop Integrated Noise Model input that accounts for both ground and altitude average variations. COMPLETED**

**Activities:**

- Develop a protocol that constructs Integrated Noise Model input data to more comprehensively account for the average annual day variances in both ground track and altitude, and can be applied to alternative analysis.

- Collaborate with BOS/TAC and CAC and gain concurrence that methodology is reasonable for purposes of this project.
- Seek FAA Environment and Energy (AEE) and Air Traffic Organization (ATO) acceptance of protocol.

**Process Steps**

<b>Steps</b>	<b>Completed</b>
1. Develop prototype noise modeling protocol – <b>PC Development</b> (SOW Task 5.3.1) – started May 24, 2007	☒
2. Meet with BOS/TAC to discuss preliminary comments, suggestions and concerns– <b>Meeting</b> (SOW Task 2.3; Task 5.3.1) – September 27, 2007	☒
3. Conduct informal review with FAA AEE and ATO – completed December 19, 2007	☒
4. IC review and PC/IC collaboration – (assumes CAC will provide IC areas of focus and concern) (SOW Task 5.3.1) – completed June 18, 2007	☒
5. Distribute to BOS/TAC and CAC for consideration (SOW Task 2.2; Task 5.3.1) – completed September 7, 2007	☒
6. Conduct Web Conference with BOS/TAC/CAC members to demonstrate PC pre and post processors (NDADS and DICERNO). – <b>Web Conference Meeting</b> – completed October 27, 2007	☒
7. Conduct comment period with BOS/TAC/CAC members – <b>Comment/Response</b> (SOW Task 2.2; SOW Task 5.3.1) – conducted between September 7, 2007 and December 10, 2007	☒
8. Conduct FAA AEE and ATO review/acceptance of protocol (will coordinate required changes with IC/CAC and BOS/TAC. (SOW Task 5.3.1) – completed December 19, 2007	☒
9. Finalize noise modeling protocol – <b>Decision Milestone</b> (SOW Task 2.3) (conducted via CAC email and finalized via PMT based on CAC responses and FAA) – January 28, 2008	☒
10. Post BOS/TAC/CAC accepted noise modeling protocol on public website (SOW Task 2.5) – January 28, 2008	☒

**Applicable SOW Tasks**

Task 2.2; Task 2.3; Task 2.5; and Task 5.3

**Planned Timeframe**

January 2007 to January 2008

**Actual Timeframe**

May 2007 to January 2008

**Objective #2: Develop achievable noise measurement program to collect data to be used to characterize background noise levels and verify Integrated Noise Model input development. COMPLETED**

**Activities:**

- Review Massport permanent monitoring site location and measurement
- Select 14 candidate side-by-side sites.
- Identify 8 regions for potential supplemental (24-hour) measurement
- Visit each region and Massport site to review site conditions
- Meet with CAC to select 12 finalist side-by-side sites and 6 supplemental site regions.
- Identify host locations within each supplemental site region.
- Conduct field measurements of ambient and aircraft events
- Obtain processed radar data from Massport for measurement period
- Post-process radar data and correlate operations to measured events at each site
- Prepare tables of aircraft noise level ranges at each site
- Document details of the site selection criterion, process and results.

**Process Steps:**

Steps	Completed
1. Prepare noise measurement protocol (SOW Task 5.3.1) – completed October 20, 2006	☒
2. PC review and IC/PC collaboration on final protocol (SOW Task 5.3.1) – completed October 24, 2006	☒
3. Evaluate potential side-by-side sites based on historic Massport data and location (SOW Task 5.3.1) – completed April 12, 2007	☒

<b>Steps</b>	<b>Completed</b>
4. Evaluate supplemental sites based on flight characteristics, public interest and ability to obtain reasonable information (SOW Task 5.3.1) – completed April 12, 2007	<input checked="" type="checkbox"/>
5. Review candidate sites with CAC and select final locations (SOW Task 2.2; Task 5.3.1) – completed April 12, 2007	<input checked="" type="checkbox"/>
6. Identify specific locations and site hosts (SOW Task 5.3.1) – conducted between April 2007 to May 2007	<input checked="" type="checkbox"/>
7. Conduct field measurements (SOW Task 5.3.1) – conducted between May 11, 2007 to June 16, 2007	<input checked="" type="checkbox"/>
8. Obtain processed radar data from Massport (SOW Task 5.3.1)	<input checked="" type="checkbox"/>
9. Post-process radar data, site observation logs and measurement data to identify ambient and aircraft noise events (SOW Task 5.3.1) – completed September 30, 2008	<input checked="" type="checkbox"/>
10. Prepare tabular descriptions of measured data for aircraft types and distances at each site (SOW Task 5.3.1) – completed September 30, 2008	<input checked="" type="checkbox"/>
11. Document details of site selection, processing and results (SOW Task 5.3.1) – completed side-by-side report September 30, 2008	<input type="checkbox"/>

**Applicable SOW Tasks:**

Tasks 2.2 and 5.3

**Planned Timeframe:**

October 2006 to February 2008

**Actual Timeframe**

October 2006 to September 2008

**Objective #3: Execute noise modeling protocol to develop a reasonably accurate depiction of aircraft noise exposure levels (single-event and cumulative levels) for existing conditions for both air traffic and airfield movements.**

**Activities:**

- Collect and process 12-month set of radar flight track and flight plan data (2005), supplemented with comparison to selected data for 2006.

- Identify major traffic flows for each runway, operation mode and aircraft category per the noise modeling protocol procedure.
- Develop INM generalized flight tracks and profiles as prescribed by the noise modeling protocol.
- Develop average annual day operations input file for each of the six major configurations and average annual day condition.
- Develop aircraft ground movement tracks and associate average annual day operations to each route.
- Calculate noise metrics using appropriate models stated in the noise modeling protocol.
- Calculate and document existing conditions noise impacts per the noise modeling protocol.
- Compare modeled results with measured noise data - Conducted by IC.
- Modify operational input data, as appropriate, to achieve acceptable comparisons between modeled and measured results for aircraft types.

**Process Steps**

<b>Steps</b>	<b>Completed</b>
1. Collect and process 12 consecutive months of radar data. (SOW Task 5.3.2.1; Task 5.3.2.2)	☒
2. Conduct comparison analysis between 2005 and 2006 to assess whether 2005 provides a reasonable representation of existing conditions. (SOW 5.3.2.2)	☒
3. Identify flight track flows associated with ground track and altitude. (SOW Task 5.3.2.3)	☒
4. Provide traffic flows to IC for review and comment. (SOW Task 5.3.2.3)	☒
5. Calculate nominal and sub-track locations for each traffic flow. (SOW Task 5.3.2.4)	☒
6. Assign and/or develop appropriate altitude profiles for each traffic flow. (SOW Task 5.3.2.5)	☒
7. Provide nominal flight tracks and profile results according to the noise modeling protocol to IC for review and comment. (SOW Task 5.3.2.4; Task 5.3.2.5)	☒
8. IC Review Period	☒
9. Develop average annual day operations file based on 12-month set of radar data and FAA tower counts. (SOW Task 5.3.2.6)	☒
10. Associate operations to generalized flight tracks and profiles. (SOW Task 5.3.2.6)	☒
11. Provide operation files for annual and six configurations to IC for review and comment. (SOW Task 5.3.2.6)	☒

<b>Steps</b>	<b>Completed</b>
12. IC Review Period	<input checked="" type="checkbox"/>
13. Develop aircraft ground movement tracks based on airfield/air traffic simulation output. (SOW Task 5.3.6)	<input checked="" type="checkbox"/>
14. Provide IC ground tracks and utilization data for review (SOW Task 5.3.6)	<input checked="" type="checkbox"/>
15. Associate average annual day operations to generalized ground tracks (from simulation output). (SOW Task 5.3.6)	<input checked="" type="checkbox"/>
16. Provide illustrations of ground tracks and utilization to IC for review and comment. (SOW Task 5.3.6)	<input checked="" type="checkbox"/>
17. Calculate noise metrics using appropriate models (INM for air traffic/approved model for aircraft ground noise) (SOW Task 5.3.3; Task 5.3.4)	<input checked="" type="checkbox"/>
18. Compare single event output results at measurement sites with measured noise data provided by IC.	<input checked="" type="checkbox"/>
19. Modify operational input data, as appropriate, to achieve acceptable comparisons between modeled and measured results for aircraft types in accordance with modeling protocol.	<input checked="" type="checkbox"/>
20. Provide results to IC for final review and comment. (SOW Task 5.3.3.; Task 5.3.4)	<input checked="" type="checkbox"/>
<b>21. Provide IC-concurred results to BOS/TAC/CAC for review and acceptance – <b>Decision Milestone (Web Conference or Scheduled BOS/TAC meeting)</b> (SOW Task 2.2; Task 2.3)</b>	<input type="checkbox"/>
22. Post Phase 2 Existing Conditions noise analysis results on public website (SOW Task 2.5)	<input type="checkbox"/>

**Applicable SOW Tasks**

Task 2.2; Task 2.3; Task 2.5; Task 2.6; Task 5.3

**Planned Timeframe**

May 2007 to June 2008

**Actual Timeframe**

January 2008 to October 2009

**Objective #4: Model existing conditions airfield/air traffic operations to quantify operational metrics associated with ground and airspace delay.**

**Activities:**

- Collect airport operation statistics (radar flight data, airline schedule data, airport layout plan, etc.)
- Construct airport and air traffic routing and flight procedure rules and assumptions for each of the six major configurations.
- Calibrate the airfield/air traffic model.
- Determine representative design day or peak month average weekday for the existing condition year and flight schedule.
- Calculate airfield/air traffic delay statistics.

**Process Steps**

Steps	Completed
1. Collect airport operation statistics and process in workable format. (SOW Task 5.2.1; Task 5.2.2)	☒
2. Identify appropriate visual condition day and instrument condition day for widely used airport runway configuration for model calibration. (SOW Task 5.2.1)	☒
3. Construct calibration flight schedule (SOW Task 5.2.1)	☒
4. Coordinate findings with IC for review. (SOW Task 5.2.1)	☒
5. Identify existing condition year design day or peak month average weekday. (SOW Task 5.2.2)	☒
6. Develop peak month average weekday flight schedule. (SOW Task 5.2.2)	☒
7. Provide peak month average weekday flight schedule to IC for review and comment. (SOW Task 5.2.1)	☒
8. Construct simulation model airfield, gating, airfield/air traffic routing, and flight procedures for widely used configuration. (SOW Task 5.2.1)	☒
9. Calculate runway flow statistics and compare to actual statistics provided by FAA. (SOW Task 5.2.1)	☒
10. Conduct FAA review of calibration results	☒
11. Provide calibration results to IC for review and comment (includes adjustments that PC and IC concur to make) (SOW Task 5.2.1)	☒

<b>Steps</b>	<b>Completed</b>
12. Construct simulation model airfield, gating, airfield/air traffic routing and flight procedures for remaining five (5) configurations. (SOW Task 5.2.2)	<input checked="" type="checkbox"/>
13. Calculate simulation metrics for the peak month average day for all six (6) configurations. (SOW Task 5.2.2)	<input checked="" type="checkbox"/>
14. Conduct FAA review of simulation input and results (includes adjustments per FAA direction) (SOW Task 1.2; Task 5.2.2)	<input checked="" type="checkbox"/>
15. Provide IC simulation results for review and comment. (SOW Task 5.2.2)	<input checked="" type="checkbox"/>
16. Provide IC-concurred simulation results for each configuration and annualized results to BOS/TAC/CAC. – <b>Meeting (Web Conference or Scheduled Meeting agenda item)</b> (SOW Task 2.2; Task 2.4; Task 5.2.2)	<input type="checkbox"/>
17. Post airfield/air traffic summary report on public website (SOW Task 2.5)	<input type="checkbox"/>

**Applicable SOW Tasks**

Task 2.2; Task 2.3; Task 2.5; and Task 5.2

**Planned Timeframe**

October 2006 to September 2007

**Actual Timeframe**

January 2007 to December 2008

**Objective #5: Model future No Action conditions airfield/air traffic operations to quantify operational metrics associated with ground and airspace delay. Awaiting completion of Objective #4**

**Activities:**

- Develop future No Action airport layout that includes approved ALP improvements (includes approved airfield improvements such as centerfield taxiway).
- Update existing conditions airport and air traffic routing and flight procedure rules and assumptions for each of the six major configurations to reflect future No Action procedures associated with airfield improvements and implemented Phase 1 alternatives.
- Utilize existing 2010 peak month average weekday flight schedule used for the FAA center taxiway study.
- Calculate airfield/air traffic delay statistics.

**Process Steps**

<b>Steps</b>	<b>Completed</b>
1. Update TAAM airfield to reflect future No Action approved ALP. (SOW Task 6.4.2)	<input type="checkbox"/>
2. Update ground movement procedures associated with future No Action airfield. (SOW Task 6.4.2)	<input type="checkbox"/>
3. Update runway configurations to include Runway 14 departures and Runway 32 arrivals (SOW Task 5.2.1)	<input type="checkbox"/>
4. Develop flight route definitions for Runway 14 departures and Runway 32 arrivals using available radar data. (SOW Task 6.4.2)	<input type="checkbox"/>
5. Apply 2010 future No Action flight schedule. (SOW Task 6.4.1) (reviewed by IC prior to application)	<input type="checkbox"/>
6. Update existing conditions simulation model airfield, gating, airfield/air traffic routing, and flight procedures for widely used configurations (6). (SOW Task 6.4.2) (provide input to IC for review as it is developed)	<input type="checkbox"/>
7. Calculate simulation metrics for the peak month average day for all six (6) configurations. (SOW Task 6.4.2)	<input type="checkbox"/>
8. Conduct FAA review of simulation input and results (includes adjustments per FAA direction) (SOW Task 1.2; Task 6.4.2)	<input type="checkbox"/>
9. Provide IC simulation results for review and confirmation (SOW Task 6.4.2)	<input type="checkbox"/>
10. Provide IC-reviewed simulation results for each configuration and annualized results to BOS/TAC/CAC. – <b>Meeting (Web Conference or Quarterly Meeting agenda item)</b> (SOW Task 2.2; Task 2.4; Task 6.4.2)	<input type="checkbox"/>
11. Post airfield/air traffic summary report on public website (SOW Task 2.5)	<input type="checkbox"/>

**Applicable SOW Tasks**

Task 2.2; Task 2.3; Task 2.5; and Task 6.4.2

**Planned Timeframe**

September 2007 to February 2008

**Actual Timeframe**

TBD

**Objective #6: Execute noise modeling protocol to develop a reasonably accurate depiction of aircraft noise exposure levels (single-event and cumulative levels) for future No Action conditions for both air traffic and airfield movements. Awaiting completion of Objective #3**

**Activities:**

- Process No Action simulation routes/data.
- Maintain existing conditions major traffic flows for each runway, operation mode and aircraft category per the noise modeling protocol procedure, but update accordingly for any procedure changes associated with Runway 14 departures, Runway 32 arrivals and Phase 1 Early Implementation Alternatives planned to be implemented by 2010.
- Update INM generalized flight tracks and profiles according to future No Action expectations and as prescribed by the noise modeling protocol.
- Develop future No Action average annual day operations input file for each of the six major designs and average annual day condition via the future No Action 2010 PMAWD flight schedule.
- Update aircraft ground movement tracks and associate average annual day operations to each route to reflect future No Action ground movement procedures and operation levels.
- Calculate noise metrics using appropriate models stated in the noise modeling protocol.
- Calculate and document existing conditions noise impacts per the noise modeling protocol.

**Process Steps**

Steps	Completed
1. Process simulation routes/data. (SOW 6.4.3.1.1)	<input type="checkbox"/>
2. Modify or add procedures associated with Runway 14 departures, Runway 32 arrivals and Phase 1 implemented alternatives. (SOW Task 6.4.3.1.1)	<input type="checkbox"/>
3. Provide modified routes to IC for review (SOW Task 6.4.3.1.1)	<input type="checkbox"/>
3. Calculate nominal and sub-track locations for each new or modified traffic flow as prescribed in the noise modeling protocol. (6.4.3.1.1)	<input type="checkbox"/>
4. Assign and/or develop appropriate generalized altitude profiles for each modified traffic route. (SOW Task 6.4.3.1.1)	<input type="checkbox"/>
5. Provide generalized flight tracks and profile results to IC for review (SOW Task 6.4.3.1.1)	<input type="checkbox"/>
76. IC Review period.	<input type="checkbox"/>

<b>Steps</b>	<b>Completed</b>
7. Develop average annual day operations file based on 2010 future No Action PMAWD schedule. (SOW Task 6.4.3.1.1)	<input type="checkbox"/>
8. Associate operations to generalized flight tracks and profiles. (SOW Task 6.4.3.1.1)	<input type="checkbox"/>
9. Provide operation files for annual and six designs to IC for review. (SOW Task 6.4.3.1.1)	<input type="checkbox"/>
10. IC Review period	<input type="checkbox"/>
11. Develop aircraft ground movement tracks based on future No Action airfield/air traffic simulation output. (SOW Task 6.4.3.1.1)	<input type="checkbox"/>
12. Provide IC ground tracks and utilization data for review (SOW Task 6.4.3.1.1)	<input type="checkbox"/>
13. Associate average annual day operations to generalized ground tracks (from simulation output). (SOW Task 6.4.3.1.1)	<input type="checkbox"/>
145. Calculate noise metrics according to the noise modeling protocol.(SOW Task 6.4.3.1.1)	<input type="checkbox"/>
15. Provide results to IC for review. (SOW Task 6.4.3.1.1)	<input type="checkbox"/>
<b>16. Provide IC-reviewed results to BOS/TAC/CAC for review and acceptance – Decision Milestone (Web Conference or Quarterly BOS/TAC meeting) (SOW Task 2.2; Task 2.3)</b>	<input type="checkbox"/>
17. Post Phase 2 future No Action noise analysis results on public website (SOW Task 2.5)	<input type="checkbox"/>

**Applicable SOW Tasks**

Task 2.2; Task 2.3; Task 2.5; Task 2.6; Task 6.4.3.1.1

**Planned Timeframe**

June 2008 to January 2009

**Actual Timeframe**

TBD

**Objective #7: Update geographic, land use and socio-economic data from MassGIS for use in existing and alternative noise impact analysis. ON GOING**

**Activities:**

- Download 2000 Census data (including environmental justice population), protected open space data, schools, hospitals, long-term care residences, land use, and appropriate political boundaries. (sources will include MassGIS and/or Boston Metropolitan Area Planning Council)
- Update Phase 1 basemaps.
- Summarize key socio-economic data for each study area community.

**Process Steps**

Steps	Completed
1. Coordinate with BOS/TAC/CAC regarding appropriate source for each GIS data item. – <b>Meeting (one hour Web Conference or Scheduled Meeting agenda item)</b> (SOW Task 2.2; Task 2.4)	<input checked="" type="checkbox"/>
2. Download appropriate GIS data files. (SOW Task 5.1.1; Task 5.1.2)	<input checked="" type="checkbox"/>
3. Update GIS project files and basemap (SOW Task 5.1.1)	<input checked="" type="checkbox"/>
4. Calculate and tabulate population for each community. (SOW Task 5.1.2)	<input checked="" type="checkbox"/>
5. Identify Department of Transportation (DOT) 4f/303c properties in GIS database. (SOW Task 5.1.1)	<input type="checkbox"/>
6. Provide BOS/TAC/CAC a map illustrating DOT Section 4f/303c properties. (SOW Task 5.1.1)	<input type="checkbox"/>

**Applicable SOW Tasks**

Task 2.2; Task 2.3; Task 5.1

**Planned Timeframe**

June 2007 to August 2007

**Actual Timeframe**

TBD

**Objective #8: Develop Goals and Objectives Statement.**

**Activities:**

- CAC will derive goals and objectives for study with IC assistance as needed.
- Conduct review period with FAA
- Arrive at a concurrence on Goals and Objectives statement that meets NEPA requirements.

**Process Steps**

Steps	Completed
1. CAC Submits Goals and Objectives	☒
2. Review Period	☒
3. Concurrence on Goals and Objectives statement – completed August 13, 2009	☒

**Applicable SOW Tasks**

Task 2.2; Task 2.3; Task 2.5; and Task 6.1

**Planned Timeframe**

June 2007 to September 2007

**Actual Timeframe**

June 2007 to August 2009

**Objective #9: Conduct collaborative process to confirm up to 10 Phase 1 concepts, 10 new air traffic concepts and 5 new ground noise concepts<sup>2</sup>. COMPLETED**

**Activities:**

- Associate major aircraft noise concerns for each CAC community through discussions and/or survey information collected by IC in Phase 1.
- Review 12 concepts from Phase 1 that were assigned to Phase 2 evaluation to determine if CAC continues support for those measures.

<sup>2</sup> Scope of Work dated August 16, 2006 (page 3): Assuming that the centerfield taxiway is approved, alternatives to the centerfield taxiway that were considered in the study conducted by FAA will not be re-examined in this study.

- Identify up to 2 concepts that were carried over from Phase 1 that will not be further evaluated.
- CAC Brainstorm up to 20 new concepts:
  - Select 5 ground noise related concepts out of the 20 concepts.
  - Select 10 air traffic concepts out of the 20 concepts.
- CAC identifies up to 5 concepts that can potentially provide a noticeable reduction in ground noise.
- CAC identifies up to 10 new concepts that may address major aircraft noise impact concerns.
- IC develops concept-level illustrations that include description and intent.

**Process Steps**

Steps	Completed
1. Request input from CAC members regarding major aircraft noise impact concerns. (SOW Task 2.2; Task 2.4) – completed June 20, 2007	☒
2. Summarize and share input among CAC members. (SOW Task 6.1.1)	☒
3. Conduct further review of the 12 alternatives identified in Phase 1 ("Phase 1 concepts") that were carried over to Phase 2 to determine if any are still considered viable alternatives	☒
3. Review Phase 1 concepts and determine if BOS/TAC/CAC believe each concept meets the overall goal of Phase 2. This step assumes that 10 concepts will be carried forward – CAC <b>Decision Meeting (one hour Web Conference or Scheduled Meeting agenda item)</b> (SOW Task 6.1.1)	☒
4. Conduct CAC “brainstorming” period associated with new concepts (up to 20) that may provide noticeable reduction in air traffic and aircraft ground noise impacts. (SOW Task 6.1.1; Task 6.1.2)	☒
5. Develop conceptual illustrations of potential concepts (up to 20) identified via the “brainstorming session.” (SOW Task 6.1.1; Task 6.1.2)	☒
6. Coordinate with CAC on selecting up to five (5) viable ground noise concepts and up to ten (10) other new air traffic concepts – CAC <b>Decision Meeting (one hour Web Conference or Scheduled Meeting agenda item)</b> (SOW Task 2.2; Task 2.4; Task 6.1.1; Task 6.1.2)	☒
7. Submit up to twenty-five (25) Phase 2 concepts that will be assessed in Level 1 Screening Analysis to BOS/TAC and on public website. (SOW Task 2.5) Note: ended up with 42	☒

**Applicable SOW Tasks**

Task 2.2; Task 2.3; Task 2.5; and Task 6.1

**Planned Timeframe**

June 2007 to September 2007

**Actual Timeframe**

September 2007 to February 2008

**Objective #10: Conduct Level 1 Screening analysis on 53 concepts to identify those that will not meet safety and technical feasibility criteria; assuming up to 18 concepts will proceed to Level 2 Screening.**

**Activities:**

- Eliminate any measures that diminish safety or present substantial operational hurdles (Scope of Work dated August 16, 2006, page 33).
- Document determinations and information used to make such determinations.

**Process Steps**

Steps	Completed
1. Presentation of safety/technical feasibility criteria to be used by FAA during screening process. – <b>Meeting (Web Conference or Scheduled Meeting)</b> (SOW Task 2.2; Task 2.4; Task 6.2) – Conducted at February 2008 BOS/TAC meeting	<input checked="" type="checkbox"/>
2. Conduct Level 1 Screening - FAA Air Traffic Evaluation Team (SOW Task 6.2) – conducted March 13, 2008, April 10, 2008 and April 18, 2008 (conducted secondary meeting to review elected representative measures – 1/8/09)	<input checked="" type="checkbox"/>
3. Provide screening results to IC for review and comment (two week review) (SOW Task 6.2) between 5/1/08 and 5/16/08	<input checked="" type="checkbox"/>
4. Provide BOS/TAC/CAC screening results for review. (SOW Task 6.2) – Conducted at May 2008 BOS/TAC meeting	<input checked="" type="checkbox"/>
5. Conduct Comment/Response period - <b>Comment/Response – between 5/16/08 and 8/13/09</b>	<input checked="" type="checkbox"/>
6. Obtain CAC acceptance of proposed retained concepts – <b>Decision Milestone (Web Conference or Quarterly Meeting)</b> (SOW Task 2.2; Task 2.4; Task 6.2)	<input type="checkbox"/>
7. Post retained concepts after Level 1 screening on public website. (SOW Task 2.5)	<input type="checkbox"/>

**Applicable SOW Tasks**

Task 2.2; Task 2.3; Task 6.2

**Planned Timeframe**

August 2007 to November 2007

**Actual Timeframe**

February 2008 to

**Objective #11: Conduct Level 2 Screening on 22 designs to assess operational impact and potential aircraft noise benefit screening criteria, assuming up to 12 designs proceed to Level 3 Screening. Awaiting completion of Objective #10**

**Activities:**

- Refine up to 22 concepts to a design level needed to conduct further analysis.
- Conduct a detailed operational review of each design to ensure feasibility.
- Conduct a noise screening process to assess the potential for change each design may have on noise impacts over various communities.
- Document findings and supporting information associated with screening decisions.

**Process Steps**

Steps	Completed
1. Refine retained concepts to a design level (includes flight corridor definition/general altitudes/procedure description)	<input type="checkbox"/>
2. FAA Air Traffic Evaluation team operational review of designs. – meetings held August 17, 2009; August 18, 2009; other planned.	<input type="checkbox"/>
3. Provide design illustrations and findings to IC for review and comment (two weeks)	<input type="checkbox"/>
4. Review findings with BOS/TAC/CAC. – <b>Meeting (one hour Web Conference Meeting or Scheduled Meeting).</b>	<input type="checkbox"/>
5. Conduct comments/response period	<input type="checkbox"/>
6. Conduct BOS/TAC/CAC meeting to confirm concepts that should proceed with noise screening – <b>Decision Milestone (Web Conference or Scheduled meeting)</b>	<input type="checkbox"/>
7. Conduct aircraft noise screening analysis to identify potential benefits of retained designs.	<input type="checkbox"/>
8. Provide results to IC for review and comment. (two weeks)	<input type="checkbox"/>

Steps	Completed
9. Provide BOS/TAC/CAC summary of noise screening results for review.	<input type="checkbox"/>
<b>10. Accept designs that should proceed further into Level 3 screening – Decision Meeting (one hour Web Conference or Scheduled Meeting)</b>	<input type="checkbox"/>
11. Post Level 2 Screening finding on public website.	<input type="checkbox"/>

**Applicable SOW Tasks**

Task 2.2; Task 2.3; Task 6.3

**Planned Timeframe**

November 2007 to December 2008

**Actual Timeframe**

TBD

**Objective #12: Conduct Level 3 analysis: detailed air traffic/aircraft ground movement operations and noise modeling to quantify key metrics used to compare change between a future year No Action and Alternative scenario for up to 12 Level 3 alternatives. AWAITING COMPLETION OF OBJECTIVE #11**

**Activities:**

- Refine up to 12 retained designs to an alternative level of detail that will be sufficient to adequately model air traffic and noise impacts.
- Quantitatively assess Level 3 alternatives associated with air traffic and aircraft noise impacts.
- Provide metric results in summary format used by BOS/TAC and CAC to select preferred alternatives.

**Process Steps**

Steps	Completed
1. Refine up to 12 retained design to alternative level of detail (includes estimated utilization and details required for airfield/air traffic and noise modeling)	<input type="checkbox"/>
2. Conduct IC review during development.	<input type="checkbox"/>
3. Conduct airfield/air traffic simulation analysis for future retained alternatives, as needed.	<input type="checkbox"/>

Steps	Completed
4. Conduct airfield/air traffic noise modeling analysis.	<input type="checkbox"/>
5. Provide results to IC for review and comment – Results will be provided as work is completed to facilitate review and avoid submitting all results at the end of the analysis period.	<input type="checkbox"/>
6. Provide results to BOS/TAC/CAC for review.	<input type="checkbox"/>
7. Conduct comment/response period. – <b>Comment/Response</b>	<input type="checkbox"/>
8. Conduct BOS/TAC/CAC meeting to present final technical findings– <b>Meeting (Web Conference or Scheduled meeting)</b>	<input type="checkbox"/>
9. Post Level 3 analysis results on public website.	<input type="checkbox"/>

**Applicable SOW Tasks**

Task 2.2; Task 2.3; Task 6.4

**Planned Timeframe**

January 2009 to April 2009

**Actual Timeframe**

TBD

**Objective #13: Identify strategic elements of PRAS to determine if the program remains viable and can meet its original intention.**

**Activities:**

- Conduct strategic discussion between Massport and CAC and facilitated by FAA regarding the viability of PRAS and intent.
- Draft memorandum summarizing the PRAS discussion and joint decision regarding the viability of PRAS.

**Process Steps**

Steps	Completed
1. Conduct BOS/TAC/CAC meeting committed to PRAS. – <b>Decision Milestone</b>	<input type="checkbox"/>

Steps	Completed
2. Document discussion and decision regarding whether or not the intent of PRAS is viable.	<input type="checkbox"/>
3. Conduct comment/response period with BOS/TAC/CAC – <b>one Web Conference</b>	<input type="checkbox"/>
4. If decided to proceed with PRAS, develop a scope of work to evaluate PRAS alternatives early during Phase 3.	<input type="checkbox"/>

**Applicable SOW Tasks**

Task 2.2; Task 2.3; Task 7.1

**Planned Timeframe**

TBD

**Objective #14: Select preferred alternatives that meet set criteria and develop up to two different alternative combinations to assess cumulative impacts/benefits. AWAITING COMPLETION OF OBJECTIVE #12**

**Activities:**

- Select preferred alternatives based on individual alternative results.
- Identify one (1) combination of preferred alternatives for cumulative impact analysis.
- Develop a No Project scenario that does not include either Phase 1 or Phase 2 alternatives.
- Conduct and report cumulative impact results based on No Action vs Phase 2 Preferred and No Project vs. Phase 2 Preferred.
- CAC review and make recommendation to Massport of preferred Level 3 alternatives based on individual results.

**Process Steps**

Steps	Completed
1. Conduct CAC Decision meeting to identify preferred alternatives – <b>Decision Milestone</b>	<input type="checkbox"/>
2. Conduct cumulative average annual day aircraft noise analysis on preferred cumulative alternative and No Project alternative – compare against No Action and No Project.	<input type="checkbox"/>
3. Provide results to IC for review and comment. (three weeks)	<input type="checkbox"/>
4. Provide IC-reviewed results to BOS/TAC/CAC in a summary format.	<input type="checkbox"/>

Steps	Completed
5. Conduct comment/response period.	<input type="checkbox"/>
<b>6. Conduct meeting with CAC to select preferred cumulative set of alternatives. – Decision Milestone (Web Conference or Scheduled meeting)</b>	<input type="checkbox"/>
7. Post cumulative results and CAC recommendations on public website.	<input type="checkbox"/>
8. Submit recommended cumulative alternative set for implementation to Massport.	<input type="checkbox"/>
9. Massport to submit request for implementation to FAA.	<input type="checkbox"/>

**Applicable SOW Tasks**

Task 2.2; Task 2.3; Task 6.4.4

**Planned Timeframe**

May 2009 to August 2009

**Actual Timeframe**

TBD

**Objective #15: Develop Phase 3 Scope of Work intended to identify work items associated with proceeding through FAA NEPA process. AWAITING COMPLETION OF OBJECTIVE #14**

**Activities:**

- Develop preliminary Phase 3 scope of work associated with completing NEPA process in accordance with the most current version of FAA Order 1050 (now version 1E, Change 1)

**Process Steps**

Steps	Completed
1. Educate BOS/TAC/CAC on NEPA process and legal requirements.	<input type="checkbox"/>
2. Develop NEPA process flow chart including public input opportunities.	<input type="checkbox"/>

<b>Steps</b>	<b>Completed</b>
3. Develop draft scope of work.	<input type="checkbox"/>
4. Complete FAA review of scope of work.	<input type="checkbox"/>
5. Complete budget estimate.	<input type="checkbox"/>
6. Submit funding application. - <b>Milestone</b>	<input type="checkbox"/>

**Applicable SOW Tasks:** Task 7.2

**Planned Timeframe:** TBD (prior to end of FAA fiscal year – October 2011)