

CAC Noise Management Concept Development

BOS/TAC

February 28, 2008

PC Disclaimer: This presentation was provided by IC at the BOS/TAC meeting. Based on discussions at the meeting, some elements in this presentation will be further refined.

Concept Development Process

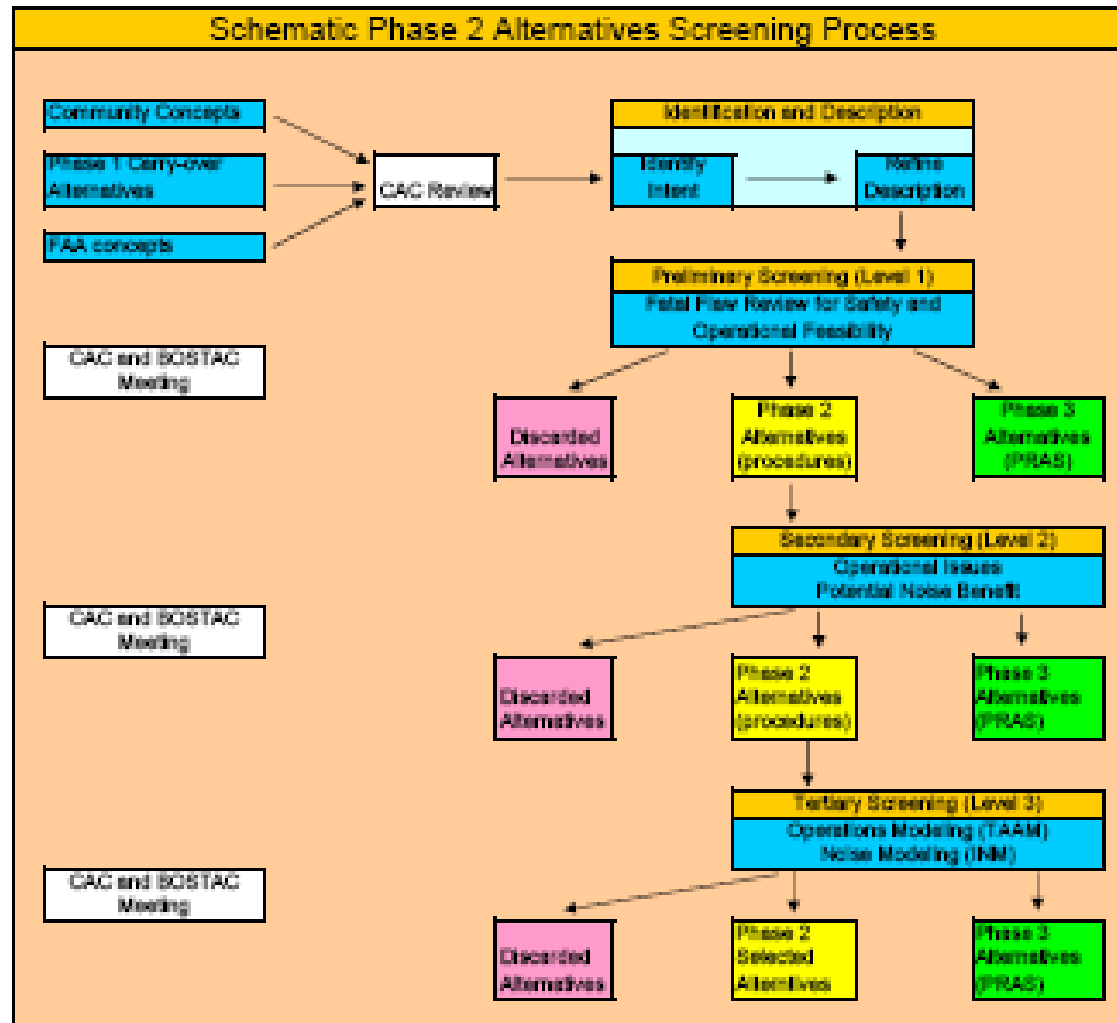
- Began with measures that had been identified in Phase 1 as potentially impactful and requiring an EIS
- Independent Consultant added numerous additional concepts and refinements of Phase 1 measures
- Individual members brought concepts to the table

CAC Meetings

Late October

- Began consideration with large group of approximately 50 different measures for ground, flight, and runway use
- Most of meeting was a discussion of how to evaluate measures within the process
- Took a long time to understand the intent of the concept development
- Adjourned without concepts but with better understanding of various community concerns
- Determined that runway use concepts were premature until flight and ground concepts were better understood and their preliminary feasibility and effects were known

Schematic Concept Reviews



Time Frames for each stage are not yet determined – See Project Plan, Version 3.0

CAC Meetings

Late November - Ground Noise Focus

- Changed approach to group brainstorming process to capture any and all ideas any member wanted to bring to the table
- Discussed merits and feasibility of each concept – dropped some, modified some, kept some as proposed
- Settled on a preliminary final list of ground noise abatement concepts

CAC Meetings

Late January (rescheduled from December)

- Began with adoption CAC ground concepts from November for initial screening
- Broke into interest groups by area (southwest, northwest, northeast and close-in, southeast) to consider various concepts from previous discussions for flight actions.

CAC Meetings

Late January – flight concepts

- Departure fanning from any runway over populated areas was immediately rejected by southwest and northwest groups
- Single corridors to higher altitudes were considered preferable by southwest and northwest groups
- Northeast group focused on refinements of Phase 1 actions and air traffic separation
- Southeast group focused on refinements of Drunk, Phase 1 RNAV refinements for special situations and on track location concepts for Runway 14/32

Criteria to Define Concepts

- Opinions of CAC members may differ and the CAC has not adopted an official position on the criteria for defining new concepts for noise abatement other than to reduce noise.
- In the Independent Consultant's view, the criteria for defining concepts were:
 - Reduce cumulative time of exposure to ground noise through control of single event durations and their proximity to Chelsea, East Boston and Winthrop communities
 - Use single departure corridors over the most compatibly used land under paths leading from each runway and extend those paths until aircraft reach a higher altitude before turning
 - Avoid to the extent practicable the introduction of new overflights into populated areas at altitudes below approximately 6,000 MSL (and higher if feasible)
 - Use new technology to the extent practicable to continually seek ways to reduce takeoff, approach and ground noise event levels.