

# Telephone Conversation/Meeting Summary

## Boston Logan Airport Noise Study Logan International Airport

---

DATE: 11/13/07  
TIME: 4:30 p.m. EST

Telephone Conversation  
 Meeting  
 Other

SUBJECT: Phase 2 Bi-Weekly Project Management Call

SUMMARY PREPARED BY: Rick Peloquin

DATE PREPARED: 11/13 & 14/07

ATTENDEES (include affiliation):

Name	Affiliation
Steve Smith	PC
Jon Woodward	IC
Gail Lattrell	FAA
Terry English	FAA
Steve Kelly	FAA
Pete Nelson	FAA
Jerry Falbo	CAC (Winthrop)
Sandra Kunz	CAC (Braintree)

OBSERVERS (include affiliation):

Name	Affiliation
Ron Hardaway	CAC (East Boston)
Joe Davies	FAA

COPIES OF SUMMARY SENT TO:

Individuals	Files
Project File BLANS Forum	

---

### **Attendance:**

Steve Smith took attendance.

### **Approval of 10/16/07 Meeting Notes:**

There was a correction of a typo under the Project Plan Version 4 (Action Items). The highlighted word "and" was changed to "can". Also, the word "simple" in the fourth line of the Website Update was changed to "simply". The notes were then approved.

### **Phase 1 CatEx:**

The ROD was signed and posted to the website on 10/16/07. To date, no litigation has been filed. The deadline to file such litigation is 12/14/07.

### **Action Item Status:**

S. Smith provided updates on the action items from the prior meeting. All action items were addressed as follows:

# Telephone Conversation/Meeting Summary

## Boston Logan Airport Noise Study Logan International Airport

---

### 2005 vs 2006 Comparison Analysis

S. Smith stated a request made by PC to Massport for the 2005 and 2006 EDR contours and associated operations file as additional information to be added to the 2005/2006 comparison memo.

### NDADS/DICERNO Demonstration

This demonstration has been rescheduled to 11/19/07 at 6:30 PM Eastern. If you have already registered, there is no need to register again. S. Smith indicated that he is calling each CAC member to inform them of the date in addition to the email that was sent Monday 11/12.

### Noise Protocol Response to Comments

Response to comments on protocol are being developed and expected after the NDADS/DICERNO demonstration.

### CAC Update:

There was a quick discussion about some membership changes for two CAC members who are part of the BOS/TAC committee. Leo White and Charles Borgioli replaced Dan McCormack and Declan Boland on the committee. Although D. McCormack and D. Boland are still CAC members, the new replacements to the BOS/TAC committee have emphasized great interest and participation in helping with Phase 2.

The first of three CAC meetings associated with alternative identification occurred on 10/30/07. The purpose of this initial meeting was to identify alternatives for Phase 2. It was noted that the CAC is actually referring to these alternatives as “concepts” at this stage of the process. J. Woodward stated that there are some alternatives/concepts which have been carried over from Phase 1 that are concerns and that there are some good, new alternatives/concepts. The next two CAC meetings will take place on 11/27/07 and 12/13/07.

### BOS/TAC Meeting Protocol:

The FAA is considering increasing the number of CAC members to the BOS/TAC committee to better fit the needs of Phase 2. They may also allow CAC members and the public to ask questions after BOS/TAC meetings. If this occurs, tight control would be required to ensure there is enough time to discuss the main topics. The proposed number of CAC representation has not yet been determined.

The FAA also reiterated that the web forum is used for comprehensive and accurate record keeping and that it will be required to use as the project progresses. It is used for discussions and document sharing among groups and for draft documents prior to being publicly posted on the website.

J. Falbo expressed that he does not utilize the forum to stay abreast of updates and changes. In instances like these, attempts will be made to advise non forum users that there is new information available. J. Woodward had said that he will distribute this information to J. Falbo and others, as needed.

Another topic which was discussed during this protocol is inappropriate communication posted on the forum. S. Kunz stated that she has seen some internal CAC emails posted on the forum

# Telephone Conversation/Meeting Summary

## Boston Logan Airport Noise Study Logan International Airport

---

and that they shouldn't have been. Some of these emails may be personal or contain inappropriate material (name calling, etc), and should not be made available to anyone outside of the CAC. S. Smith explained to PMT that he attempts to screen for personal attacks when reviewing the content. Related to deciding what is considered CAC-only content prior to posting it to the forum which is a difficult task. He suggested that the CAC-related content that is posted or emailed to PC be withheld from posting to the forum until approval is granted/denied during the bi-weekly PMT calls. If they are approved, they will be posted to the forum. This was acceptable to PMT.

Discussion regarding a carryover measure from Phase 1 called Fanning was held. S. Kunz wondered when it would be best to request that someone (possibly J. Davies) from TRACON come to one of the CAC meetings to discuss this subject. There are pros and cons with fanning from operation and noise abatement standpoints. FAA inquired as to why IC professional opinion is not sufficient. CAC indicated their need to hear the FAA's opinion. CAC and IC stated that it would be ideal to have this explained as early as possible in order to proceed forward.

**Action Item: (1) S. Kunz will forward S. Smith and T. English the inappropriate emails which are posted on the forum, so that they can be reviewed and a determination for removal can be made.**

**(2) T. English will accept the request from the CAC and discuss this request with appropriate FAA staff.**

### **Phase 2 Purpose and Need Statement:**

S. Smith advised that the PC has begun to develop the Purpose and Need for Phase 2, so the alternatives can be measured against this. Once complete, it will be sent to the FAA for review. It will then be sent to IC and finally to BOS/TAC and CAC.

### **Preferential Runway Use Program Discussion:**

S. Smith stated that the PRAS discussion as scoped should be brought to the forefront sooner than later. There was no additional discussion regarding this topic due to available time. This topic will be discussed as soon as CAC completes their concept identification process.

### **Other Business:**

No other business was discussed.