

Telephone Conversation/Meeting Summary

Boston Logan Airport Noise Study Logan International Airport

DATE: 9/02/08
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: 9/02/08

ATTENDEES (include affiliation):

Name	Affiliation
Steve Smith	PC
Jon Woodward	IC
Terry English	FAA
Bernice Mader	CAC (Quincy)
Jerry Falbo	CAC (Winthrop)
Flavio Leo	Massport

OBSERVERS (include affiliation):

Name	Affiliation
Ron Hardaway	CAC (East Boston)
Maura Zlody	City of Boston
Declan Boland	CAC (Hingham)

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I. Attendance:

Steve Smith took attendance.

II. Approval of 8/18/08 Meeting Notes:

There were two changes on page three in the first paragraph. The word "data" was added to the end of the sentence that referred to Massport's operations monitoring system. The word "data" also replaced the word "reports" in the sentence that followed the first correction. The notes were then approved.

III. Status Update:

a. Action Item Status:

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

i. Level 1 Screening Report

Level 1 screening is currently on hold based on reasons outlined in FAA letter to CAC.

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ii. Purpose and Need Topical Paper

The CAC is still working on determining its goals and objectives. This topic will be discussed at the CAC meeting next week. The FAA needs this information before moving forward with Level 1 screening.

iii. Phase 1 Implementation Monitoring - CAC

J. Woodward explained to B. Mader and the group about different means to evaluate measures and recommended that CAC wait until the Phase 1 RNAV procedures are implemented. A discussion ensued about Phase 2 measures and how the effectiveness will be evaluated when they are implemented in the future. The earliest implementation date is estimated in 2011. PC/FAA requested that CAC think about the type of evaluation it would recommend for these measures and suggested to hold discussions until the time comes. T. English indicated that there is no funding allocated for this evaluation in the current SOS for Phase 2.

It was also mentioned that the target implementation date for the RNAV procedures is August 2009. These measures will not be evaluated until after implementation. If any of these measures don't achieve the initial goal, they may be adjusted – although there is no guarantee that they will be adjusted. It was J. Woodward's recommendation to CAC to withhold evaluation until all Phase 1 measures are implemented.

A discussion was held regarding what the FAA plans to do in evaluating those Phase 1 measures already implemented. S. Smith said that there is a budgeted task funded under IC available in the SOS to monitor the implementation of Phase 1 measures, should the CAC decide to move forward in this direction. If CAC elects this option, IC can provide support in assessing which reporting mechanism would be the most effective for monitoring. Massport would provide raw data upon request, but due to limited internal resources and the available technical teams to the CAC and FAA Massport will not produce any reports or conduct analysis. It was stated that the radar data would be sufficient to evaluate the effectiveness of these measures, but should be determined by CAC with IC consultation.

iv. 2005 Noise Modeling

In process/moving forward to the next step of profile assessment.

v. 2005 TAAM Modeling

The calibration is complete and the baseline review has been started.

vi. 6/25 CAC Meeting Notes

These notes are being reviewed by CAC. Currently, S. Smith has not received any comments on the meeting notes and has asked B. Mader to check with the members to see if there will be any submitted.

PC Project Schedule/Budget Update:

S. Smith briefly discussed the project schedule. He also sent out an updated version of this document because of a minor typo that was discovered. During this discussion, there was a question asked to specify if the Purpose and Need and the Goals and Objectives are the same thing. S. Smith explained that they are similar, but not exactly the same. The Purpose and Need is a NEPA term. The Goals and Objectives set by the CAC will eventually become part of the Purpose and Need topical paper.

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J. Falbo requested clarification of the difference between the two terms “policy” and “regulation” as defined by the FAA. T. English responded by saying that a regulation is specific and something that the FAA is legally bound by. Guidelines are created to be followed, but have more flexibility in some cases. J. Falbo also asked who has the authority to change an FAA regulation. T. English responded by informing the PMT that the FAA (agency) has the authority.

Action Items: (1) T. English to provide B. Mader with conference line access for the next CAC meeting .

(2) T. English to provide a copy of Order 1050.1E (Change 1) and the historical background which lead to the creation of the order to J. Falbo.

VI. BOS/TAC Meeting Schedule:

S. Smith asked B. Mader to discuss the date of the next BOS/TAC meeting with the CAC. Currently, the first or second Thursday in November would be favorable; however, B. Mader said that she will not know if either date will work until after the CAC meeting next week.

There was also follow up discussion about having a web conference before the next official BOS/TAC meeting in order to finish the agenda (Level 1 Screening) from the last meeting.

VII. Public Inquiry Protocol:

This topic was not discussed due to the call running longer the allocated time.

VIII. Miscellaneous:

The next PMT call is scheduled on 9/16/08 at 4:30 pm Eastern.