

Telephone Conversation/Meeting Summary

Boston Logan Airport Noise Study Logan International Airport

DATE: 1/19/11
TIME: 4:30 p.m. EST

Telephone Conversation
 Meeting
 Other

SUBJECT: Phase 2 Bi-Weekly Project Management Call

SUMMARY PREPARED 1/19/2011

ATTENDEES (include affiliation):

Name	Affiliation
Steve Smith	PC
Jon Woodward	IC
Terry English	FAA
Gail Lattrell	FAA
Sandra Kunz	CAC (Braintree)
Jerry Falbo	CAC (Winthrop)
Wig Zamore	CAC (Somerville)

OBSERVERS (include affiliation):

Name	Affiliation
Ron Hardaway	CAC (East Boston)
Maura Zlody	CAC (Boston)
Darryl Pomicter	CAC (Boston)
Alan Reed	FAA

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Individuals	Files
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CAC	
BOS/TAC	

I. Attendance:

Steve Smith took attendance.

II. Measures F-HHv2, F-Kv2, and F-Vv2 Refinement Meetings:

T. English mentioned that she had previously sent an email notice regarding the above mentioned measure refinement meetings. These meetings are scheduled for next Wednesday and Thursday (January 26th-27th). She also said that F. Leo confirmed that there will now be internet access available during the meetings because it will be needed for the presentations.

W. Zamore mentioned that it is important to be able to see fine grain detail of the community populations and that sensitivity should be used regarding the community of Chelsea. S. Smith said that PC will have land use and population centroid data layers available to view in Google Earth. W. Zamore indicated the information and aerial photo in Google Earth should be sufficient. T. English advised that she secured a backup meeting location at the FAA Regional office in case either of the meetings has to be cancelled due to inclement weather. Further

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discussion proved that the Regional office location was not favorable, so T. English will check into the possibility of having the Airport Traffic Control Tower as a backup location.

III Level 3 Process Schedule:

S. Smith said that the Level 2 document still needs to be completed, and is not indicated on the Level 3 schedule. He then proceeded to discuss the 2011 Level 3 proposed schedule. He described three elements to the schedule as follows:

1. Measures refinement
2. Noise modeling for each measure
3. Noise analysis for cumulative alternatives

The first proposed BOS/TAC meeting for 2011 is on March 24th and will be a web conference. The primary agenda for this meeting is to go over the refinements. Additionally, the FAA will be presenting the BOS STARS project, which is a separate project. The meeting will likely run about two hours and is scheduled from 4:30 PM – 6:30 PM Eastern Time.

The next meeting is tentatively scheduled for 5/26/11 (may change to 5/19/11) and will be a face to face meeting. The primary agenda for this meeting is to go over the results of the noise modeling for each measure.

The next proposed web conference would take place on 7/21/11. The intent of this meeting would be for the FAA to go over the results of F-A noise modeling, assuming F-A proceeds to Level 3. S. Smith noted that Level 2 analysis still needs to be conducted on Measure F-A as depicted in the schedule.

The final proposed face to face meeting for 2011 is tentatively scheduled for 11/17/11. The alternative noise results will be discussed at this meeting. After this meeting, the remaining time is reserved for the CAC to discuss and come up with a recommendation for implementation.

S. Kunz asked what happens if something can't be decided during next week's meetings. T. English responded by saying that the CAC can make recommendations, and the FAA should be able to indicate at the meeting whether or not it is feasible operationally or based on RNAV criteria. Assuming that discussions next week lead to a final refined measure, S. Kunz indicated that she can send out to entire CAC and request concurrence to move forward as defined.

J. Falbo asked when to expect a response from the FAA regarding the ground noise measure. T. English said that this topic was discussed with Massport and although she couldn't speak directly for Massport, it is her understanding that the response should not come any later than the first BOS/TAC meeting (3/24/11).

IV BOS/TAC Schedule/Location and Agenda Discussion:

This topic discussion was combined with the previous agenda item. Please refer to Section III.

V Miscellaneous:

S. Smith opened the lines to comments. The only commenter was D. Pomicter. Below, you will find the comments from D. Pomicter as recollected from the call. An official version of his comments has been provided and will be added to the notes as an attachment.

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1. Providing additional information in F-T and F-U regarding FAA's position on two paragraphs in FAR 91 related to minimum safe altitudes as stated in his previous email to FAA. Terry indicated that she will discuss this within FAA
2. Include FAA statement related to arrival and departures being exempt from FAR Part 91 minimum safe altitudes – Terry stated that this request is in the BOSTAC notes and they plan to add that to the Level 2 document.
3. Post the milestone schedule back on the public site and make the Draft Level 1 document available on the internet – S. Smith stated it is on the site and confirmed that it is and Terry indicated the decision not to post draft documents on the public site. Darryl asked if it could be placed on the forum site, and PMT indicated that it would be fine to post on the secure site.
4. Adding language in the Level 2 measure sheet related to concerns related to minimum safe altitude over downtown and mention the incident that occurred in Boston Commons to serve as an example of resident concerns. T. English said FAA would consider Darryl's request, but noted she did not believe it would be appropriate to add information about a particular incident to the worksheet for Measure F-U.
5. Because John Stewart is not available to discuss F-Vv2, Daryl indicated that a proxy from the Runway 27 group would be acceptable. PMT agreed and S. Kunz stated she will look into it. PMT agreed that no other meetings to discuss the measures are warranted at this time after next week.

The call was adjourned.

Rick Peloquin

From: Darryl Pomicter <dpomic@aol.com>
Sent: Saturday, January 29, 2011 1:53 PM
To: Rick Peloquin
Cc: Stephen Smith; Terry English; Sandra Kunz; Jon Woodward
Subject: RE: 1/19/11 PMT Call - Comments

Sorry for my delay. It has been a very busy week with the BOSTAC subcommittee meetings. And, seeing Terry, Steve, and Alan there, we seem to be making good progress now on the items I raised.

D. Pomicter stated five items:

1. The FAA Measure F-T Worksheet needs to be corrected (and or the F-U Worksheet), to acknowledge that the FAA Minimum Safe Altitudes a) and d) both apply and are different—as confirmed in the FAA legal memo. (The current worksheet does not acknowledge d), and denies its existence: “not what the current regulations state”.) (As stated in the BOSTAC Meeting October 28 and included in the Meeting Notes, and detailed in December 13 email.)
2. The FAA Measure F-V and F-V(v2) Worksheets need to state clearly the FAA’s position that the FAA Minimum Safe Altitudes do not apply to any Logan operations—and why, at all time. (As agreed at the BOSTAC Meeting October 28.)
3. A Schedule still needs to be made available on the BLANS public website covering (at least) the entire Phase 2 period, and retaining more detail Milestones including: May 2008 FAA Provides Findings, Level 2 List Developed—between the January 2008 CAC Proposed Concepts and the December 2009 FAA Level 1 Screening Completed. (As previously agreed during the July 1 PMT teleconference and noted.) Also, can the May 2008 document, Level 1 Screening Analysis, Preliminary Draft please be restored to the BLANS website for availability on the (non-public) team forum side? (As initially requested in June 13, 2010 email and July 1 PMT teleconference and noted “to be considered”.)
4. The incident report for the Channel 5 helicopter emergency Mayday landing on the Boston Common, Tuesday evening, January 11, 2011 should be distributed to the CAC (to allow informing our communities of the facts). The FAA Measure F-U Worksheet should note and consider the incident. Not following the recommended routes and low and/or hovering is significant noise intrusion, and this could easily have been/be the tragedy or catastrophe we fear and are trying to address. The FAA MSA d) does include “provided...complies with any routes or altitudes prescribed for helicopters by the FAA”, which should be acknowledged and advised on implementation.
5. The CAC approved Measures F-HH(v2) R33L, F-K(v2) R27 and F-V(v2) R22 departures for Level 3 analysis, subject to review with CAC community subcommittee members (for noise compatible route optimizing). Any agreed refinements (at the review meetings late January) should be advised to the CAC, but further approval should not be necessary before proceeding with Level 3 analysis—for CAC consideration.

Thanks,

Darryl