

DRAFT Telephone Conversation/Meeting Summary

Boston Overflight Noise Study Logan International Airport

The PC reported that 629 is a fly-by waypoint and nothing in an RNAV procedure can improve dispersion assumptions at this time. The PMT agreed that sensitivity analysis would be a wise move, but the challenge would be that there is no solid basis of what distribution will be in the procedure.

The PC reported on an issue with lateral separation: there is not a 4 mile separation between the RNAV center route and Runway 27 final approach (needed to establish a 3.5 nmi lateral dispersion from the outer most corridor, which is needed to pass a risk assessment). The PMT confirmed that they can not predict what the dispersion will be and won't know until the 18-step process is implemented and the procedure is under operation. The exhibits only provide an assumed dispersion.

The PMT agreed that they need to get this Alternative through noise analysis after receiving consensus from BOS/TAC in order to objectively address potential impact concerns.

The PC asked if, after the noise analysis is complete and after there is a discussion held with BOS/TAC members, FAA could make the determination of whether or not to CATex the procedure. The FAA would ultimately determine if the alternative can be CATex'd or moved to an EIS, but will require noise analysis to support the decision. The PMT agreed to conduct the BOS/TAC call with the objective of moving the alternative forward into noise study and weigh the differences. The PMT agreed that findings may show an affect on the northern tip Hull, but there may be benefits for other areas for Hull.

Status Update – Steve Smith reported that the utilization re-assessment for Alternative 9 is underway. Steve explained that they will be splitting Runways 22 and 9 in the RNAV procedure per BOS/TAC's request. Steve reported that Robb Varani is finished with this design and is trying to maintain elements of the CAD-X criteria.

Steve reported that the next step for the prototype for the visual Runway 33 is to give it to FAA and simulate it for flyability check.

Steve explained that everything except Runways 22 and 9 have been sent on to noise analysis and a progress update report was provided to IC for review.

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Topic/Discussion	Action Item/Responsibility
Alternative 5.	PC will distribute memo to BOSTAC members along with an invite to attend conference call to discuss. FAA will confirm availability. Most likely date is 3/30 at 10 am EST.
Status Update.	IC to review project status update draft.