

**Boston Overflight Noise Study  
Alternative Screening Document  
REVIEW COMMENT MATRIX  
as of August 22, 2005**

No.	Commentor	Line	Comment	Response	Action
1	PC		The PC will make all grammatical changes as identified.	To be checked globally	A
2	PC		The PC will make all editorial changes as identified if they do not change the intent of the document.	To be checked globally.	A
3	IC		<b>55 Alternatives.</b> The IC recommended that the title from each graphic and the original intent on the graphic be placed in the text description for each.	Change made.	A
4	FAA		Change <i>Airport use restrictions...</i> to <b>Runway</b> use restrictions...	Change made.	A
5	FAA		Recommends analyzing the noise benefits of any alternative including unrestricted or altered use of Runway 14/32.	Needs discussion with Massport, IC, and PC	B
6	FAA		Eliminate reference to FAA Order 5050.4A	Change made.	A
7	FAA		Change " <i>Reach consensus of...</i> " to <b>Recommend alternatives...</b>	Change made.	A
8	FAA		Add a statement identifying the requirement for cumulative environmental impact analysis.	Statement will be included in subsequent portion of the document. (4.1 Summary of Screening Results and 4.2 Early Implementation Alternatives).	C
9	FAA		Add <b>technically infeasible.</b>	Change made.	A
10	FAA		Change diagram to accurately reflect process.	Discussion required to review intent. (PC/IC/FAA)	B
11	FAA		Add <b>technically feasible</b>	Change made.	A
12	FAA		Eliminate enumerated references to Alternative disposition.	Partial change made. Reference to Phase 2, and discarded alternatives remains for continuity with Table III-1.	B
13	FAA		Editorial change	Change made.	A
14	FAA		Identify existing procedure that each alternative would modify for noise abatement.	Requires discussion. Need to identify the benefit this would provide in the structure of the document.	B
15	FAA		Insert a qualifier for each alternative. " <b>Deliberative information... subject to change.</b> "	Requires discussion. Appropriate for the Early Implementation Alternatives, but is it necessary for each alternative considered?	B
16	FAA		Change all references from <i>Classic Procedures</i> to <b>Conventional.</b>	Editorial. Change made throughout the document.	A

**Boston Overflight Noise Study  
Alternative Screening Document  
REVIEW COMMENT MATRIX  
as of August 22, 2005**

No.	Commentor	Line	Comment	Response	Action
17	FAA		Note that <b>Alternative 1A-3</b> is the same as the Logan Two Departure.	This alternative represents the Conventional Runway 4R Departure Procedure.	A
18	FAA		<b>Alternative 1E.</b> Editorial change.	Change made.	A
19	FAA		<b>Alternative 2E.</b> Editorial change.	Change made.	A
20	FAA		<b>Alternative 23A/B.</b> Editorial change to wording of <b>Intent</b> .	Change made.	A
21	FAA		Change <i>controversy</i> to <b>concerns</b> .	Change made in <b>Alternative 23A, 23B, and 4.2 Early Implementation Alternatives</b> .	A
22	FAA		<b>Alternative 6A.</b> Change reference to RNAV procedures for a Conventional alternative.	Change made.	A
23	FAA		<b>Alternative 4D.</b> Editorial change to <b>Secondary Screening</b> .	Change made to Alternative 4D and 6D.	A
24	FAA		<b>Alternative 4E.</b> Low annual use of runway needs to be identified as resulting in low noise benefit.	Changes made in <b>Secondary Screening</b> write-up. Need to discuss to ensure intent was met.	B
25	FAA		Change <i>nocturnal</i> to <b>light traffic/nighttime</b> .	Change made in <b>Alternatives 8A, 12, and 25</b> .	A
26	FAA		<b>Alternative 16.</b> Add new information to <b>Secondary Screening</b> .	Change made based on information provided by FAA.	A
27	FAA		<b>Alternative 19.</b> FAA alternative. Eliminate specific headings. Intent to fan headings on all departure runways to disperse noise impacts.	Change made. Graphic will be changed.	A
28	FAA		<b>4.1 Summary of Screening Results.</b> Add editorial comments concerning Screening refinement and cumulative environmental impact assessment of all alternatives.	Change made.	A
29	FAA		<b>Table IV-1.</b> Change Alternative 24 (remove 15R/22R), Alternative 25 (change to Runway15R), and Alternative 27 (duplicate of Alternative 15).	Alternative 24 is correct as written. Alternative 25 and 27 will be changed to reflect comments.	A, C
30	FAA		<b>4.2 Early Implementation Alternatives (EIA).</b> Editorial change to identify Massport as the sponsor for requests to the FAA to implement noise mitigation procedures. Add statement concerning cumulative environmental impact.	Change made.	A

**Boston Overflight Noise Study  
Alternative Screening Document  
REVIEW COMMENT MATRIX  
as of August 22, 2005**

No.	Commentor	Line	Comment	Response	Action
31	FAA		Eliminate 10,000 MSL shoreline reference on all Early Implementation Alternative departure procedures.	The PC will develop an RNAV Departure Procedure that is compatible with existing TRACON and Center boundaries. This procedure will result in shoreline crossing at or above 10,000 feet for 85% of departure aircraft. This <u>reference is appropriate.</u>	C
32	FAA		<b>EIA 5.</b> Reference to Radar Diverse Vector Departures is premature. These FAA Orders can take a long time to be cleared and signed out at Headquarters.	The PC/IC have a copy of the Order and will ensure that it has been published for public use.	B
33	FAA		<b>EIA 7.</b> Eliminate statement: "During the secondary screening process the FAA did not identify any operational issues".	Needs discussion. Identify FAA operational issues.	B
34	FAA		<b>EIA 9.</b> Change <i>90 days</i> to " <b>no more than 180 days</b> ".	Change made.	A
35	FAA		<b>EIA 12c.</b> Change Runway from 27 to 33L.	Change made.	A
36	FAA		<b>EIA 14.</b> Editorial changes identifying FAA concerns regarding this alternative. Eliminate reference to expedited climb.	Needs discussion to clarify intent.	C
37	FAA		<b>EIA 15.</b> Eliminate statement "During the secondary screening process the FAA did not identify any operational issues".	Needs discussion. Identify FAA operational issues	C
38	IC		Eliminate phrase, "prior to deciding on those that should be implemented".	Change made.	A
39	IC		Changes made to enumeration of alternative disposition matrix and text.	Changes made based on IC and FAA comments. Discussion required to ensure intent was met.	B
40	IC		<b>Alternative 1A.</b> Editorial change "the description may be changed to achieve the intent."	Change not made. Original statement identifies that the alternative was not fatally flawed. Change in description not required as <u>alternative was discarded.</u>	C
41	IC		<b>Alternative 1A-3.</b> Editorial change. Add "Although it is recognized that without a change in the shoreline crossing altitude this alternative provides minimal noise benefits.	Change made to Alternative 1A-3, 2C, and 2B.	A

**Boston Overflight Noise Study  
Alternative Screening Document  
REVIEW COMMENT MATRIX  
as of August 22, 2005**

No.	Commentor	Line	Comment	Response	Action
42	IC		<b>Alternative 1D.</b> This is not a non-radar procedure. It is a Tower visual separation and initial course divergence with radar separation on identification. References to non-radar separation need to be removed.	Change not made in Alternative 1D and 2D. The reference to non-radar does not apply to the procedure. It references the initial separation requirement contained in FAA Order 7110.65 J for departure and arrival aircraft. There is no visual component to this RNAV procedure.	<b>C</b>
43	IC		<b>Alternative 1D-2.</b> Add "Discard (Duplicative Alternative)".	Change made.	<b>A</b>
44	IC		<b>Alternative 2F.</b> Editorial change. Add "The intent of this alternative will be addressed in Phase 2". Delete reference to "minimal noise benefit."	Change made.	<b>A</b>
45	IC		<b>Alternative 23A/23B.</b> The evolution of this alternative meets the intent. However, the articulation of the reasons for describing the track from Gardner as fatally flawed lacks specifics and needs to be expanded. While the cited traffic flows do exist, most of the traffic is 5000 feet descending or climbing to 5000 feet. If the current rendition of this alternative should be discarded at a later date, then the more westerly route should be reconsidered and the current sectorization, procedures, and altitudes should be reexamined. If still perceived as fatally flawed, specific documentation must be provided.	Boston TRACON/Boston Center Letter of Agreement defines procedures for satellite arrivals and departures and overflights. Altitudes identified for these operations are 5,000, 7,000, 9,000, 10,000, 11,000, and 14,000 feet depending on the operation. Additional information added to text in <b>Secondary Screening</b> documentation. Discussion may be required to clarify intent.	<b>B</b>
46	IC		<b>Alternative 5B.</b> Add "Discard (Duplicative Alternative)."	Change made.	<b>A</b>
47	IC		<b>Alternative 10.</b> Add "are all factors that limit the ability to achieve any noise benefits from..."	Change made.	<b>A</b>
48	IC		<b>Alternative 11/12.</b> Add "The BOS/TAC will look for opportunities to implement alternatives during off-peak hours."	Change made.	<b>A</b>

**Boston Overflight Noise Study  
Alternative Screening Document  
REVIEW COMMENT MATRIX  
as of August 22, 2005**

No.	Commentor	Line	Comment	Response	Action
49	IC		<b>Alternative 16.</b> The justification for discarding this alternative needs to be more comprehensive rather than rest on a technicality. Visual conditions are not discussed. Operational and efficiency issues using visual approaches may need to be addressed, as well as potential impacts to other communities to the south east and south west.	New information provided by the FAA was added to the <b>Secondary Screening</b> text. "Though further analysis is required to ensure that there will be no interference with the existing Runway 4R ILS, the FAA Flight Procedures Office has determined that this Alternative may be possible. Also, the FAA believes that there may be real estate on the Runway 4R approach end to accommodate an offset localizer. This Alternative is not fatally flawed at this time." Phase determination to be made by FAA.	<b>B</b>
50	IC		<b>Alternative 24.</b> Editorial changes.	Changes made.	<b>A</b>
51	IC		<b>Alternative 27.</b> Duplicative of Alternative 15. Discard.	Change made.	<b>A</b>
52	IC		<b>Alternative 29.</b> FAA documentation requested for fatal flaw determination.	Documentation requested. Awaiting response.	<b>B</b>
53	IC		Add page descriptions for <b>Alternatives 30/31.</b>	Pages added.	<b>A</b>
54	IC		<b>Early Implementation Alternative 8.</b> Intent was to maintain existing flight track to runway.	Agree. Graphic will be corrected.	<b>A</b>