

Boston Logan Runway 27 Advisory Committee Meeting
3/30/07
DRAFT

Meeting Minutes

MEETING DATE: March 30, 2007
(9:30 AM – 12 Noon)

TO: Runway 27 Advisory Committee (RWY 27 AC)

FROM: Steve Kelley, FAA Eastern Terminal Service-Airspace Redesign

Meeting Purpose: To review and discuss FAA's Runway 27 flight track operations and monitoring efforts required in the 1996 Record of Decision (ROD)

Attendees: FAA: Steve Kelley, Pat Reilly, Jon Harris, Joe Bellabona, Gary Hufnagle, Barbara Travers-Wright-FAA
MITRE: John Brandt, Elizabeth McQueen
MASSPORT- Frank Iacovino, Flavio Leo
CAC: John Stewart-South End, Anastasia Lyman-JP, Sandra Kunz-Braintree, Ann Hershfang-South End
Interested Parties: Tippy Jilek-Senator Kerry's Office, Kathy Hanson-Concord Assn. Jacob Glickel-Rep. Liz Malia's Office, Chris Orchard-South End News, Anne Bruntrager, Christina Pozzanese-Boston Globe, Fay Sliger-Rep. Byron Rushing's Office

Steve Kelley, Airspace Redesign Program Manager opened the meeting. Meeting began with introductions of all parties in attendance. The group was asked to review the circulated mailing list for accuracy and to provide updates. There was some discussion as to what personal data (email, addresses, etc.) should be posted on the Runway 27 website. Most of the attendees agreed that their name along with their email addresses would be sufficient.

The group was asked to review the Draft Minutes from 9/27/07 Meeting. There was a request to correct the website to amend the attendee listing from that meeting.

John Brandt, MITRE provided a comprehensive overview of MITRE's findings related to Runway 27. The group asked if this data could be included on the website. There may be some copyright issues. They will check to see if this is feasible. A team member requested further clarification of the data to better understand the presentation. Further discussion on how noise can be different based on wind. The group requested to know which aircraft have been found to be bad performers and the steps needed to work with the airline to address these issues.

Massport discussed their results in comparison to MITRE's finding and the differences between the two. Some data was not readily available to Massport. This is one of the reasons for the slight differences along with other variables. Basically both reports are similar in their findings. The group discussed reports and when updates can be provided. They agreed that quarterly updates are reasonable.

Joe Bellabona provided updates on his interaction with the airlines. He met with Northwest and Delta Airlines. He explained how tedious the process to change airline procedures is and that funding is a major issue. The group felt that pilot education is critical to this process. He told the group how very difficult it is to make revisions. The group asked if it is possible to move 2.2 to 2.0. They also inquired as to what % of 27 flights are vectored and what % are FMS. Problem is some airlines don't use FMS even though they

do have the capability. Gary Hufnagle remembered that this was discussed earlier. However, he could not recollect the reason why they felt this was not feasible. He will take try to retrieve that data. Joe Bellabona continues to work with industry to improve the situation.

Summary:

- Attempt to collect data on how many have no FMS
- Purseu Garvey waypoint move to an acceptable level
- Discust CAT C requirement
- Request to have quarterly user meetings
- Group wanted the team to work on timelines (they felt more follow-up needed)
- Continued coordination with group
- Need to ensure that impacted areas have representation at these meetings

The FAA has created a mailbox for people to share information. The new address is:
9-AEA-Boston-Runway-27@faa.gov.

Request for TERPS map of Runway 27?

Are these meetings needed? Do they serve a purpose? How does this effort tie in to the on-going Boston Logan Noise Study? Group felt that it is critical to keep these meetings continuing. They applauded MITRE for their comprehensive study. It is an opportunity to share viewpoints and to try to address issues. It is also important to address the South End's concerns. They agreed that Sandra Kunz is the point of contact for the advisory committee. She will stay in communication with the team.

Next meeting is tentatively scheduled for October 4, 2007 (Thursday) from 9:30 – 12 noon. Email message reminders will be sent out by the FAA.