

MASS PORT CAC SUBCOMMITTEE
ENVIRONMENT & HEALTH
Minutes

Members In Attendance

Wig Zamore (Somerville) (Chair), William Deignan (Community Development Department, Cambridge) and Andrea Adams (Department of Community Development & Planning, Watertown)

I. Public Comment

Mr. Zamore, Chair, asked for public comment. Hearing none, he turned to the other Agenda items.

II. Review/Approval of Draft Minutes: 5/26/17

Mr. Zamore, Chair, asked for comments and a motion on the draft Minutes of May 26, 2017.

Mr. Deignan moved to approve the draft Minutes as presented. Ms. Adams seconded the motion, which was unanimously approved.

III. Updated on Sub-Committee Charge

Mr. Zamore noted he had a few minor additional edits on the proposed Charge for the Environment & Health Subcommittee, which he would forward to Ms. Adams. He noted that once these additional edits were incorporated, that Ms. Adams should forward him a WORD version, which he would then present to Mr. Carlon, the MassPort Community Advisory Committee Chair for final action/approval.

IV. Update on Progress with Logan Noise Office

Mr. Zamore noted he'd been in contact with MassPort officials to start the process of getting noise reports. He said unfortunately, the Noise Office had not yet contacted him back. However, he remained hopeful that a new, productive rapport could be established with the Noise Office, which would allow a new, on-line web presence for the noise data, hopefully geographically linked, so that those with concerns could click on an address and look at the noise data available.

V. Millennium/Winthrop Square Tower, Boston Financial District

Mr. Zamore noted the recent newspaper and other reporting of the proposed new office tower in Boston's Financial District. He noted the Tower, at its current proposed height of approximately 750 feet, has the potential to significantly impact runway use patterns, particularly Runways R27 and 33R/L. He noted this is due to MassPort's and the Federal Aviation Administration's (FAA) complex flight restriction requirements, that would affect how planes attempting to use other runways would likely be negatively affected by the Tower (sticking up into restricted airspace), thereby likely shifting planes to Runway 33L. Mr. Zamore suggested that this was another example of how the MassPort Community Advisory Committee as a whole needed to address runway use at Logan in a more holistic manner.

Ms. Adams and Mr. Deignan agreed, noting that Cambridge and Watertown happen to be two of the MassPort CAC communities most directly impacted by any shifts in flights using or not using Runway 33L.

VI. Logan Environmental Data Report (EDR) and Greenhouse Gas Emissions (GHGs)

Mr. Zamore noted that Logan produces an Environmental Data Report (EDR) at regular intervals, and one of the components that is reported in the EDR has to do with Greenhouse Gas Emissions (GHGs). Specifically, he said Logan is obligated by the FAA to report on GHGs both at ground level, and in the first 3,000 feet of the air column. This is because aircraft produce GHGs at ground level, and also as they ascend into the air column. He said the issue he wanted to bring to the attention of the Subcommittee was that the impact of aircraft on GHGs included when they were flying at higher altitudes, including

typical cruise altitude. In fact, he noted that the most GHGs per aircraft came from when the plane was in cruise mode at higher altitudes. Based on this, he suggested the initial methodology proposed in the EDR was insufficient, and should be adjusted to take account of GHGs produced by aircraft in the “whole air column,” which would be from ground level to typical cruise altitude, some 30,000 to 40,000 feet.

VII. Sub-Committee Review of the Boston-Logan Airport Noise Study (BLANS)

Mr. Zamore noted several MassPort Community Advisory Committee Subcommittees, including the Environment & Health Subcommittee, would be asked to help dig into the BLANS.

Ms. Adams asked if there could be some “division of tasks,” so that each of the MassPort CAC Subcommittees wouldn’t duplicate the efforts of the others.

Mr. Zamore appreciated Ms. Adams’ recommendation, but suggested his take on the discussions at the Executive Committee and with Mr. Carlon was that the intent was for each of the Subcommittees to work independently of each of the others.

The Subcommittee briefly discussed next steps so that all members could familiarize themselves with the BLANS. Mr. Zamore said he would Email Ms. Adams and Mr. Deignan a list of all of the BLANS-related background documents as a WORD document with live links.

He also suggested the work of the Subcommittee reviewing the BLANS would be to provide constructive criticism, and not to recapitulate the BLANS. He gave the example of perhaps there might be an area of the BLANS were additional, targeted data collection or verification would be helpful, to further elucidate the BLANS findings.

VIII. New Business

Mr. Zamore asked for any new business? There was none.

IX. Next Monthly Meeting Date, Time and Place

The Members discussed the next Subcommittee meeting. It was decided to meet again on Wednesday, September 13, 2017 at 10:00 AM at Cambridge City Hall Annex, in the E&T Conference Room.

X. Adjourn

Mr. Zamore asked for a motion to adjourn the meeting.

Ms. Adams moved to adjourn the meeting, and Mr. Deignan seconded the motion, which was unanimously approved. Meeting adjourned at 12:30 PM.