

Minutes of the MCAC Meeting

December 8, 2016

Location: Massachusetts Transportation Building, Boston, MA

4:15 pm start

Members attending:

Arlington	Frank Ciano
Bedford	Heidi Porter
Belmont	Myron Kassaraba
Boston (Dorchester)	Erica Mattison
Boston (Beacon Hill)	Darryl Pomicter
Boston (Fenway)	Maura Zlody
Boston (East Boston)	Claudia Correa
Boston (South Boston)	Dave Manning
Braintree	Sandra Kunz
Brookline	Neil Wishinsky
Cambridge	Bill Deignan
Chelsea	Roseann Bongiovanni
Concord	Pam Hill
Everett	Tony Sousa
Hingham	Lindsay Newell
Hull	David Carlon
Lexington	Michelle Ciccolo
Lincoln	Jennifer Burney
Medford	Peter Houk
Melrose	Peter Navarra
Milton	Cindy L. Christiansen
Nahant	Robert D'Amico
Quincy	Frank Tramontozzi
Randolph	John McVeigh
Revere	Frederick Sannella
Salem	William Legault
Scituate	Gary Banks
Somerville	Wig Zamore
Swampscott	Richard Malagrifa
Watertown	Andrea Adams
Winthrop	Jerry Falbo

No Remote Participation

1. Welcome and Introduction by the Chair, David Carlon
2. Public Comment

David Carlon asked for speakers. There were none.

3. Approval of June 9, 2016 MCAC minutes

Daryl Pomicter asked that Maura Zlody incorporate the changes he requested in the email he sent. The changes were grammatical and not substantive. A motion was made to approve the MCAC June 9, 2016 minutes with Daryl Pomicter's changes. Seconded by Myron Kassaraba. Approved unanimously to accept the minutes.

4. Chairman David Carlon – Update on MCAC and Executive Committee Activities

David Carlon presented a Power Point presentation. The full presentation will be available on-line and is part of these minutes.

The general topics presented and discussed by Mr. Carlon were as follows:

- MCAC mission and goals
- Activities since the last meeting including:
 - RNAV Study Announced by MPA and FAA
 - RFP Process for Hiring an HR Consultant to Assist in the
 - Creation of a Director Position
 - State Ethics Commission Determination- Special State Employees for the Purposes of the Conflict of Interest Law.
 - Waiting for a determination from the AG as to state agency/employees.
 - Established Office Mailing Address:
 - P.O. Box 470614,
 - Brookline, MA 02447
- Website Development and Beta Launched
- BLANS – Boston Logan Airport Noise Study – Nearing completion.

Members discussed the various activities noted by David Carlon. Mr. Carlon also discussed the existing sub-committees; their work and establishing standing committees in the future.

Daryl Pomicter also a member of the Logan CAC and active since 1978, commented that agreements are violated every day. He wants there to be a transition from BLANS and hopes the MCAC has the patience to wait for completion of the BLANS and then the MCAC will take it when it's ready.

There was also a discussion regarding the RNAV study and engaging in the process.

In addition, Mr. Carlon discussed reviewing Massport operations in connection with the MCAC reporting requirements as set forth in the law.

Mr. Carlon showed a "Milestones and Timelines" slide with proposed meeting dates and other goals (P. 13 of the Power Point).

Wig Zamore provided an update on the Environmental Sub-Committee work and progress. He discussed the November 5th environmental forum and indicated slides will be on-line in January. He stated that long term the sub-committee is hoping that the EPA and OBM will count health as an impact, because with health outcomes from noise and air pollution there is more money available than just looking at noise annoyance.

Daryl Pomicter opined that he thinks expanding the MCAC executive committee is problematic because there are also other committees dealing with noise. If there are 6 or 7 and then 9 or 10 on a committee then to rubber stamp decisions is problematic. He doesn't think the number should be increased.

Members discussed the make-up of the committees. Bill, member from Cambridge noted the expansion of airport terminal E and whether the MCAC should comment as a group or individually.

Dave Carlon stated that every community should comment and then when MCAC has a director we can comment as a group.

Erica Mattison believes it would be a good thing for the sub-coms to make recommendations on what to put in a letter on certain issues.

Maura Zlody noted the problem is most things only have a 30-day comment period so that makes it difficult to turn around comments.

David Carlon concluded by discussing the need to work together on regional solutions to the many issues surrounding Massport operations.

5. Treasurer's Update

Myron Kassaraba provided the update. \$250,000 is reimbursed for costs by Massport, but there is no roll-over so unexpended funds were lost. Last year MCAC spent \$27,000 and the balance was lost because no roll over of funds is currently permitted. Mr. Kassaraba provided a written report to MCAC members and discussed the details. (See slides 15-18 of Mr. Carlon's Power Point).

Mr. Kassaraba provided details of expenses budgeted later in the year and noted the budget is for the full \$250,000. However, there may be unexpended funds, but the challenge is to expend them prior to the end of the fiscal year, end of June.

He noted that there is \$70-80k of uncommitted funds that MCAC has an opportunity to use on a one-time basis.

There was further discussion on Massport and provision of some administrative services. Myron commented funds can't accrue and we may need to consider a change to the legislation.

Daryl Pomicter commented on the unexpended funds in connection with reporting on BLANS study. He suggested that MCAC may need a consultant on aviation noise, and he believes it would be a good idea to hire an expert on aviation noise. He would like this discussed in March.

6. Election of Officers to the Executive Committee

Milton Resident, Tom Dougherty addressed the members with respect to his request to change the by-laws and increase the number of executive committee members. His request is detailed in an email to the MCAC Chair dated November 22, 2016, a copy of which he submitted to members.

There was some discussion on Mr. Dougherty's request, but no action was taken by the CAC.

Nominations were called for the position of Chairperson. David Carlon was nominated from the floor for Chairperson. The motion was seconded by Wig Zamore. There were no other nominations for Chairperson. Motion to close nominations for Chairperson was made by Jerry Falbo and seconded by Pete Navarro. Voted unanimously to close nominations for Chairperson.

Jerry Falbo made a motion to elect David Carlon as Chairperson. Motion seconded by Maura Zlody. Unanimous vote to elect David Carlon as Chairperson.

Jerry Falbo was nominated as Vice Chairperson. There were no other nominations and the call for nominations was closed. Neil Wishinsky made a motion to elect Jerry Falbo as Vice Chair. Motion seconded by Maura Zlody. Unanimous vote to elect Jerry Falbo as Vice Chairperson.

Myron Kassaraba was nominated as Treasurer. There were no other nominations and the call for nominations was closed. Jerry Falbo made a motion to elect Myron Kassaraba as Treasurer. Motion seconded by Maura Zlody. Unanimous vote to elect Myron Kassaraba as Treasurer.

Maura Zlody was nominated as Secretary. There were no other nominations and the call for nominations was closed. Jerry Falbo made a motion to elect Maura Zlody as Secretary. Motion seconded by Cindy Christiansen. Unanimous vote to elect Maura Zlody as Secretary.

Nominations were then called for the 3 at-large members of the executive committee. Neil Wishinsky, Pam Hill and Wig Zamore were nominated. Nominations were then closed there being no other nominations. Motion was made by David Carlon seconded by Myron Kassaraba to elect Neil, Pam and Wig as the 3 at-large members. Unanimous vote in favor.

7. Tom Glynn, CEO, MPA Presentation

Massport officials, Tom Glynn, CEO, Gordon Carr, MPA counsel, Anthony Gallagher, Community Relations, Jose Masso, Director of Policy and Flavio Leo, Engineer were present to address the MCAC.

Flavio Leo and Tom Glynn made a Power Point presentation which they will make available to the MCAC and will be part of the minutes and posted on the CAC website when it goes live.

Tom Glynn reminded people that many decisions are made by the FAA. He noted a shift on how the FAA works with communities better today than before. Logan was the first airport to do soundproofing. He noted that there are serious noise a problems in other cities – Phoenix and Chicago for example. He discussed Milton and Belmont’s concerns

It was noted that last week Milton got a tour of the tower.

The MPA covered various topics in its presentation. including the RNAV Pilot study; the Memorandum of Understanding with the FAA, Boston Logan airport complexities involving urban location and weather patterns impacting operations and more passengers on fewer flights. The MPA discussed noise and emissions and various technological advances to address impacts.

The MPA presentation also detailed the noise abatement program. There was a discussion of specific runway use and impact on communities. In addition the modifications to

the A320 to reduce noise was discussed. MPA noise surveys and the results from Milton and Belmont were shown.

MPA presented information on the BLANS and the RNAV study. The Town by Town noise complaints were presented in a chart to show the spike in noise complaints from January 2016 to September 2016. It was noted that ten Milton callers accounted for 73% of all noise complaint calls from January to September 2016 and two Milton individuals accounted for half of the Milton calls. MPA records showed that the number of complaints do not necessarily correlate to the number of flights over a community.

Flavio Leo discussed the 5 pilot test ideas for the RNAV study as follows:

- 1. Persistence of RNAV departures-** Study pre and post RNAV concentration changes and feasibility of modifying departure paths off of existing RNAV SIDs. The objective is to provide noise relief, not introduce new noise while retaining the safety and efficiency benefits of the RNAV. Case study R33L departures.
- 2. Increasing aircraft altitudes, Departures-** Leveraging the precision of RNAV to increase overall aircraft altitudes on departures. Case study R33L departures.
- 3. Increase aircraft altitudes, Arrivals-** Leveraging the precision of RNAV to increase overall aircraft altitudes on arrivals. Case study R4R arrivals.
- 4. RNAV separation requirements-** Currently departure and arrival procedures require a separation of 3 miles for head-to-head operations. This effort would identify keeping/enhancing the safety requirement but examine how to incorporate compatible land use into the procedure development. Case studies: R27 Arrival and R22L/R22R departure procedure or the R15R departure procedure.
- 5. Alternative RNAV Special designs for R4R arrivals** –Test RNAV design(s) that could be utilized during peak or off-peak periods if not possible during peak period. This pilot will examine Runway 4R Arrivals (e.g. following the Southeast Expressway as a potential for compatible land use) as a case study. Part of this examination will also review any new noise that would be introduced by this procedure.

In addition Flavio Leo discussed the different runways, departures and arrivals and altitude issues all effecting noise and emissions. He discussed the next critical steps in the RNAV study process: identifying roles, the technical team and coordination with the MCAC.

In conclusion he provided a proposed project schedule as follows:

- FAA/ Massport Discussions Winter – Fall 2016
 - Announcement Oct 2016
 - Consultant Team Organization Fall 2016
 - Historical Flight Comparison\Analysis Dec to Feb 2016
 - Block 1 Procedure Opportunity Feb 2017
 - lower complexity, benefits with minimal/no negative impacts
 - DNL and Alternative Metrics (single event above threshold)
 - Block 1 Recommendations Apr 2017
 - Block 2 Procedure Opportunity Jun 2017

- More complexity, benefits and potential negative impacts
- DNL and Alternative Metrics (single event above threshold)
- Block 2 Recommendations Fall 2017
- FAA Review Process Ongoing/TBD
- Implementation/Final Report TBD

Flavio Leo then asked for any questions from members.

Richard, member from Swampscott, commented on the RNAV discussion and difference in change on turn out to the water for larger planes.

Flavio noted that prior there was variability but FAA does not like variability so that's the conundrum. MPA is looking at what's driving FMS flight management systems and working with FAA to keep more planes over the water.

Richard pointed to a case in Orange County where they reduced take-off thrust and asked if that can be done in Boston.

Flavio said the focus is on RNAV. He noted that reduced thrust on arrivals has been recommended by the LCAC, but when it gets to changing thrust it is left up to the pilots and it is not part of this RNAV study.

Richard from Swampscott asked about light visual approach. He is a Delta pilot.

Flavio stated MPA is trying to increase that use. There was a technical discussion about FAA procedures to land and manage US air space. Also discussed were visual landing procedures in head to head runway use models.

Maura Zlody suggested that MPA provide a glossary of terms so members could follow these technical discussions.

Wig Zamore posed a question on support for non-DNL based noise metrics. Flavio said that the RNAV pilot will use supplemental metrics in addition. He noted that MPA is supportive of the effort nationwide to reassess noise and the threshold of 65DNL.

Daryl Pomictier wants to increase study topics such as increase route splits sooner, with certain considerations but 1 mile you want to break them up. He wants a clearer defined process

Bob D'Amico of Nahant asked to include other runways, specifically 4R departures to be looked at. He wants it added to the MOU.

Tom Glynn commented, that's why we are here to see what you want added to the 5 issues on the list for the RNAV pilot study.

Bob reiterated he wants 4R departures looked at because he believes something has changed and it should be looked at.

Dave Carlon raised a question about the other airports like Worcester. Flavio said they are not included in the study right now.

Richard Swampsott – Worcester no RNAV procedures

Sandra Kunz of Braintree asked about the history of RNAV – when was it imposed. Tom Glynn said it was done in steps all over the country. Reactions varied and that's why the reaction was slow.

Sandra Kunz said she mentioned this concentrated flight path would be a huge problem and had we known this we, the LCAC would have gone a different direction.

Daryl noted that he had commented about information on concentrations back in 2013. He discussed waypoints in relation to R4R departures.

Tom Glynn stated MPA set up noise monitors and it took some time to collect the data.

Neil Wishinsky noted the frustration and yearning for a more structured engagement plan with a formal hearing and engagement with sub-coms and full MCAC so that the technical foundation is set with aviation sub-com so when MPA gets here before the MCAC everyone understands.

Pam Hill commented that MPA's presentation is so technical people can't understand. She would like to see a temporal management plan and be told and anticipate major things that are happening so MCAC can decide to participate in a meaningful way. She noted that request was already made to MPA, it's straight forward and would be magnificent to get a management plan.

Tom Glynn said MPA is happy to structure and conduct a hearing and report to all committees.

Myron Kassaraba thanked MPA and noted the importance of community input.

Bob D'Amico asked what runways will be included in the RNAV study.

Flavio said the focus is on specific runways, short term, narrow focus to get results to apply to other runways.

Andrea Adams questioned with so many variables, urban, patterns, weather etc. can solution even apply to other runways?

Cindy Christiansen asked to expand the 5 study areas. She noted that this MPA presentation is the same presentation on community engagement we saw at the Executive Committee meeting and she is disappointed that there is not more on community engagement when it was asked for 2 weeks ago.

Peter Houke asked if the MOU or FAA will take into consideration noise on the ground. Tom Glynn said they are trying to address noise.

David Carlon noted that MPA will hold a hearing and MCAC and the public will have further input. He noted if the hearing doesn't meet the needs of the MCAC then we can make a motion at the March meeting to address it further.

Cindy Christiansen said that would be too late because the studies have started and they are 12-18 month studies and March is 3 months away. She wants the MCAC to hold the hearing not MPA.

There was a motion to adjourn the meeting, seconded by Jerry Falbo, Cindy Christiansen, Bob D'Amico and 2 other members were opposed to adjourning as it was their position there were other items on the agenda to discuss. Motion to adjourn carried.

Documents:

1. Treasurer's Report, December 8, 2016
2. Aviation Sub Com Resolutions Adopted November 2, 2016
3. Executive Committee Recommended/Approved Motion on Conducting Public Hearing and collecting info from MPA
4. Two Motions on Public Hearings by Cindy Christiansen and updated Motion provided on 12-7-16
5. Tom Dougherty, 11-22-16 email
6. Dave Carlon Presentation – Chairman Update
7. 10-24-16 letter to Roseann Bongiovanni from Paul Casino, Chelsea Clerk with Resolution
8. 10-25-16 letter from Tom Glynn to Paul Casino, Chelsea
9. 9-21-16 Metro Mayors Coalition Letter to FAA
10. MOU between FAA and MPA September 2016
11. MPA/Glynn/Flavio presentation

APROVED 3-9-17