

Minutes of the Massachusetts Port Authority Community Advisory Committee

March 9, 2017

Location: Mass Department of Transportation Building
Boston, MA

Time: 4:00 p.m.

A quorum was reached at 4:10 p.m. and the meeting was called to order.

Members attending:

Arlington	Frank Ciano
Bedford	Heidi Porter
Belmont	Myron Kassaraba
Boston (East Boston)	John Nucci
Boston (East Boston)	Claudia Correa
Boston (Beacon Hill)	Darryl Pomicter
Boston (Fenway)	Maura Zlody
Braintree	Sandra Kunz
Brookline	Neil Wishinsky
Cohasset	Ralph Dormitzer
Concord	Pam Hill
Hull	David Carlon
Marblehead	Charles Gessner
Medford	Peter Houk
Melrose	Peter Navarra
Milton	Cindy Christiansen
Quincy	Frank Tramontozzi
Salem	William Legault
Scituate	Gary Banks
Somerville	Wig Zamore
Swampscott	Richard Malagrifa
Watertown	Andrea Adams

Members Not in Attendance:

Boston (South Boston)	Dave Manning
Cambridge	Bill Deignan
Canton	Laura Smead
Chelsea	Roseann Bongiovanni
Everett	Tony Sousa
Hingham	Lindsay Newell

Lexington	Michelle Ciccolo
Lincoln	Jennifer Burney
Lynn	William Bochnak
Malden	Matt Lash
Nahant	Robert D'Amico
Randolph	John McVeigh
Revere	Frederick Sannella
Weymouth	Terry McAteer
Worcester	Jacob Sanders

Members Participating Remotely:

Winthrop Jerry Falbo

Vacant Positions:

Beverly
Boston (Dorchester)

In attendance from MPA – Anthony Gallagher, Liz Dello-Russo Becker, Tom Glynn, Flavio Leo
Others: Jennifer Dopazo Gilbert, Esq. for MCAC

1. Welcome and brief update from the Chair, David Carlon

Dave indicated the search was underway for an Executive Director using an HR Consultant to assist. The website is working but still needs some more refining with respect to emails and notifications.

2. Review and approval of Minutes of December 8, 2016 MCAC meeting. Andrea, the member from Watertown made a motion to add Watertown as present in the minutes. Motion seconded by Pete Navaro. Unanimously approved. Motion to approve minutes as amended by Cindy Christiansen, second by Neil Wishinsky, unanimous vote to approve as amended.

3. Update on Attorney General opinion and Insurance for MCAC

Myron Kassaraba informed the members that Jim Evans, from Albert Risk was retained to provide a report and consult with brokers to provide the MCAC and its members the necessary insurance with respect to officers errors and omissions as well as the insurance needed when staff is hired. He noted it is moving forward and we will be ready by June to secure the needed insurance once the quotes come in. Attorney Gilbert went over the Attorney General's opinion letter and indicated that while the members are state

employees for the purposes of the ethics law, it appears that the Attorney General's opinion, although not decisive indicates that the MCAC is an independent authority and not a public employer for the purposes of Chapter 258. Two of the main factors in the analysis is how the group is financed i.e. there is money flowing from the state; and there does not appear to be state control or supervision over the MCAC. She agrees with Myron that getting the coverage is important. While some members' communities have acknowledged that MCAC members are special municipal employees and would be indemnified by their respective appointing authorities, others have received different answers and so the insurance should be purchased for the group.

4. Daryl Pomicter gave a BLANS update and update on final report and consultant expenditures.
5. Treasurer's Report

Myron reported on the budget and report which was provided in writing and was posted on the screen in the room.

He noted that the expenses for Legal and Administrative services to date is \$22,952; website development \$6,575 and Consulting Fees \$20,417.

Andrea from Watertown made a motion to move \$10,000 from administrative costs and \$10,000 from consulting to the legal budget. Motion was seconded by Frank Tramontozzi and approved unanimously.

6. Update from John Nucci, MCAC member and appointee to the MPA Board

Mr. Nucci noted the Very broad role of MPA – much more than aviation. David Carlon and he have had great communication. He has met with various CAC members and he is happy to meet with CAC members if they wish to meet with him at any time.

He noted that safety and security of MPA operations and facilities is a big topic. Also, there have been discussions about the American Airlines fire. The Board takes up community complaints at its meetings and hears community complaints during the public comment period.

MCAC members can attend Board meetings and he thinks MCAC members should attend, because they can give members insight into what MPA does and how they do it.

He has requested MPA staff to send the Board agendas to MCAC members so they know when they are coming up.

Daryl Pomicter confirmed the MPA Board meeting is next Thursday at 9:00 a.m.

7. Tom Glynn, CEO of MPA presented highlights on MPA Operations

Right now he said the focus is on safety and security. There has been discussion on terrorism in light of the Ft. Lauderdale shooting. They have discussed the difficulty surrounding security incidents and the ramifications of the incidents. He noted the aspects of social media and security actions. He said there were 23,000 bags left in the airport in FLA that then had to be rescreened and returned to the people.

Mr. Glynn discussed the complexity of fires on planes – a fire in an aluminum tube is NOT the same as a house fire.

Discussion on international flights and new flights to Asia and Middle East. MPA has a big initiative for international flights and to welcome international flights and passengers.

MPA working on making passenger experience and time at airport more pleasant. Discussion on transportation services with Uber and cabs etc. Logan dispatches 6000 cabs per day. MPA wants to give people transportation choices from Logan.

He noted that the Worcester airport will now offer Jet Blue to JFK and there are flights to Ft. Lauderdale. There are 125,000 flights to JFK and FLA from Worcester.

He noted that there is no plan to expand Hanscom, because there is not as much of a market.

MPA is trying to increase maritime business. There is a 30% increase in business at the port in South Boston. Because Panama Canal was made bigger there are now bigger ships coming in. There is a \$300B project to dredge Boston to allow for bigger ships in Boston. Bigger ships need bigger cranes and bigger cranes need land improvements because bigger cranes are taller and would impact flight paths. This alone is a \$500M project.

Seafood processing for the fish pier is up from 65% leased to 95% leased. Logan is still 85% of business but the port activities are important. Biggest customer is the Kraft group because of the import of the paper products.

There was discussion on projects in South Boston and a hotel in East Boston.

Mr. Glynn discussed the forecast for MPA business. More flights today but less flights than at the peak time. Going forward looking at a 2-3% increase, but it is “treacherous” to gauge because a lot depends on the economy. There is a stronger recovery in Massachusetts than nationally so there is a higher demand in Massachusetts.

Discussion on factors like recessions and security issues that impact the forecast for travel; like 9/11. Airline finance such as cost of jet fuel also impacts the forecast. Other criteria is market opportunity. Areas that remain open are India and South America.

Finally, public health issues like bird flu can effect travel. The norm is 1-3% growth over the past 20 years. Finally, weather in NE changes travel.

Wig Zamore, Somerville had a question about a bi-level port and night international flights and concern from communities. Is that time frame and impact going to increase?

Mr. Glynn responded that MPA tries to discourage night flights, but it is driven by getting passengers to the hubs for connecting flights. He noted a Bi-Level port sounds right.

Richard from Swampscott discussed scheduling of international flights and how they can be managed.

Peter Houk of Medford asked, how does MPA control the Cathay Pacific flights on 33L? Does MPA have ability to reschedule that particular flight?

Glynn responded, No, MPA does not have authority to reschedule, but we have the ability to persuade. He wants to know from MCAC what the priorities are.

William from Salem had a question about cabs and transportation management.

Glynn discussed management and trying to provide choices to passengers.

Maura Zlody from Boston asked a question about increases in domestic flights like Delta increase by 30%.

Glynn noted that this is driven by the economy. Right now the business model is booming but the economy drives it.

Maura asked how communities are supposed to know about the increases.

Glynn noted that a request to expand can take 5 to 7 years for implementation of a plan.

Frank Tramontozzi, Quincy – Have passengers increased?

Glynn stated that last year there was 36 million passengers. So they are filling the planes so less planes but more passengers. Before it was just about market share now it is a load factor related to business.

Frank asked about direct flights to Quebec City from Senator Pacheco.

Glynn discussed the profitability for Quebec flights.

Frank asked about Port changes and loss of DEP staff and Chapter 91 process.

Glynn said MPA works cooperatively with DEP. He does not see a diminution in DEP involvement.

Myron Kassaraba told a story from his trip that day from Logan about his taxi driver waiting 2 and a half hours for a fare. Myron also asked if Mr. Glynn was aware of any effort by MPA or FAA to increase hourly flight capacity?

Glynn stated that cabs wait 2.5 hours because they don't patrol the streets anymore. MPA is working on a deal with autonomous vehicles and trying to run an autonomous vehicle from the cruise terminals. The question about capacity was deferred to Mr. Leo.

Pete Navarra asked about the immigration protest at the airport. He was there and he was impressed with the job by MPA and State police to clear Terminal E and was impressed with the shuttle buses.

Daryl Pomicter asked about noise abatement and MPA's failure to proceed on BLANS and comply with the Order of 1978.

Glynn stated he was happy to talk details about noise abatement. MPA was the first airport to have sound proofing at a time it was against FAA rules. MPA did not initiate the MCAC. There is a statutory body and a volunteer body. MPA is working with the MCAC. There are 2 different versions of what happened with the BLANS study.

8. Flavio Leo RNAV update and presentation of data relative to configuration

Flavio Leo of MPA gave an update of the RNAV with data.

Dave thinks having correct data about current configurations in the sky and what it means regionally when a change is requested is important.

Flavio Leo gave a brief report on the MPA hearing on February 22nd. About 100 people present.

The hearing provided an update of the RNAV study which is just in the initial phases. Discussion on consultants and ideas that were presented at the hearing.

Flavio requested feedback and priorities from the MCAC.

Myron stated his concern about efforts by FAA that would increase hourly capacity. With respect to RNAV study will MPA compile the feedback and share it?

Flavio noted MPA has limited time and limited resources. We want to make a list and share it and then ask MCAC for input and priorities so that we can add a couple of issues to the capacity.

Peter Houk asked if MPA was willing to consider other issues.

Flavio stated that the first block proposed by MIT deals with separation because that may be a short term solution. For Medford it's tough because of population vs. over water considerations. The second block would be the longer term solutions.

8. Resolutions from Aviation Sub-Committee

A. Vortex Generator Proposal for Noise Mitigation

Request is for MPA to advocate to those that fly the Airbus 3 Series to install the noise suppressor known as the Vortex Generator.

Members discussed the benefits of this request and there were questions about the cost and impact.

Motion by Wig Zamore of Somerville that the Massachusetts Port Authority Community Advisory Committee recommends that Massport vigorously advocate to airlines that fly the Airbus 3 Series planes to and from Logan Airport to install the noise suppressor known as the Vortex Generator. Massport to develop and publish an implementation plan to facilitate airlines to modify their Airbus 3 Series planes and provide a quarterly progress report to the Massport CAC.

Daryl Pomicter then got up and handed out his own motion contained in an email dated 1/13/17. He claims MPA is out of compliance and that the MCAC does not have the necessary facts.

Neil Wishinsky, member from Brookline stated that Daryl's motion is out of order and that this is not the way to conduct business. If Daryl had information and a motion for the members he should have provided this ahead of time to the Chair for distribution. Daryl threatened to leave the room so that the MCAC would no longer have a quorum. David Carlon stated that Daryl can't hold this group hostage.

Andrea from Watertown moved Daryl's motion as a substitute motion. Seconded by Neil Wishinsky. The motion by Mr. Pomicter failed.

Wig Zamore moved the main motion which was seconded by Cindy Christiansen, Town of Milton. (Daryl left but Claudia from East Boston returned so a quorum was present).

Voted to approve the Motion: Unanimous, 21 in favor

B. Fly Quiet Program – Presented by Myron Kassaraba

Discussion on other airport Fly Quiet Programs and details of the metrics of those programs.

Request is that MPA consider implementing a Fly Quiet Program at Logan with Quarterly reporting. Further specific details to be worked out with MPA.

Members discussed details on how to customize the details for Logan. Wig Zamore wants the details to be discussed with the MCAC which metrics will be included in the reports and process going forward.

Pam asked what the next steps would be. Discussion on possible meeting with MPA and to work collaboratively with MPA on a program.

Motion made by Cindy Christiansen, Town of Milton:

That the Massachusetts Port Authority Community Advisory Committee recommends that the Massachusetts Port Authority CEO, Tom Glynn and the Board of Directors consider the adoption of a Fly Quiet Program similar to that at San Francisco International Airport or Chicago's O'Hare Airport that seeks to encourage individual airlines to operate as quietly as possible at Logan International Airport.

Second: Frank Tramontozzi, City of Quincy

Vote: Unanimous, 21 in favor

C. Noise Based Landing presented by Charles Gessner

The request is that MPA adopt a 21st century Noise Based Landing Fee based on noise certification data for each aircraft type arriving at Logan, using an overweight on Approach and Take Off noise in combination with Sideline noise, and a standard seating component for each aircraft type.

Charles Gessner made a presentation and the members discussed the details of the Fee based program.

Richard from Swampscott disagrees with noise analysis based on a particular plane he flew.

Motion made by Myron Kassaraba, Town of Belmont:

That the Massachusetts Port Authority Community Advisory Committee recommend that Massport adopt a 21st Century Noise Based Landing Fee based on the noise certification data for each aircraft type arriving at Logan, using an overweight on Approach and Take Off noise in combination with Sideline noise, and a standard seating component for each aircraft type.

Second: Wig Zamore, City of Somerville

Vote: 20 in favor, 1 Abstention, Richard Malagrifa, Town of Swampscott

- D. Discussion of the MCAC demand that the FAA and MPA comply with Phase 1 Record of Decision of October 2007 (ROD) particularly regarding RNAV departure procedures from runways 9, 22L and 15 and arrivals on runway 33L. And commit to correct the Letter of Agreement between Boston Air Route Traffic Control Center (ARTCC) and Boston Consolidated Terminal Radar Approach Control (TRACON) of December 15, 2011.

Discussion of details and history by Ralph Dormitzer. Slides with details on each runway presented.

Arlington moved to substitute that the MCAC make the request to MPA and also add runway 4, Seconded by Neil.

Pam asked whether FAA or MPA would have any response contrary on compliance? Ralph stated, no it's clear they are not in compliance with the ROD.

Myron opined that RNAV over water is good and over land not so good. So by asking for more alignment with RNAV flight paths will it negatively impact particular communities?

Ralph stated that there is a huge difference because the move was to 3 different locations in the South.

Myron asked for a chronological listing of all procedures implemented over the last ten years. From a longer term perspective this is important and every procedure should be reevaluated.

Ralph said it should go back to 2002.

Richard from Swampscott noted this is as simple as having the air traffic controller giving proper directions.

Motion to adopt as amended by Maura Zlody of Boston:

That the MCAC demand that the FAA and the Massachusetts Port Authority comply with the Phase 1 record of Decision of October 2007 (ROD) particularly regarding RNAV departure procedures from runways 9, 22L, and 15 and arrivals on 33L and 4R. And, commit to correct the

Letter of Agreement Boston Air Route Traffic Control Center (ARTCC) and Boston Consolidated Terminal Radar Approach Control (TRACON) of December 15, 2011.

Second: Neil Wishinsky, Town of Brookline

Vote: 18 in favor, 3 Abstentions (Pamela Hill, Town of Concord, Peter Houk, Medford and Wig Zamore, City of Somerville)

The Quorum was then lost at 6:05 p.m.

E. Governance – discussion

But not moved because no quorum

Discussion about details including that Logan is an end point airport.

Adjourned at 6:10 p.m.

Documents:

Draft Minutes of December 8, 2016
Treasurer's Report
Aviation Sub-Committee Presentations

Approved on : June 8, 2017