

**MINUTES
OF THE MASSPORT COMMUNITY ADVISORY COMMITTEE
ANNUAL MEETING**

October 12, 2017

Location: Massachusetts Transportation Building, 10 Park Plaza, Boston, MA 02116

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
Belmont	Myron Kassaraba
Boston (Roslindale)	Alan Wright
Boston (Roxbury)	Joanne Keith
Boston (Fenway)	Maura Zlody
Braintree	Sandra Kunz
Brookline	Heather Hamilton
Cambridge	Bill Deignan
Cohasset	Ralph Dormitzer
Everett	Tony Sousa
Hingham	Katie McBrine
Hull	David Carlon
Malden	Christopher Webb
Marblehead	Charles Gessner
Medford	Peter Houk
Melrose	Peter Navarra
Milton	Cindy Christiansen
Nahant	Robert D'Amico
Quincy	Frank Tramontozzi
Somerville	Wig Zamore
Watertown	Andrea Adams

Members Not in Attendance:

Bedford	Heidi Porter
Boston (Hyde Park)	Irene Walczak
Boston (South)	Dave Manning
Canton	Laura Smead
Chelsea	Roseann Bongiovanni
Lexington	Michelle Ciccolo
Lincoln	Jennifer Burney
Lynn	William Bochnak
Randolph	John McVeigh

Revere	Frederick Sannella
Salem	William Legault
Scituate	Gary Banks
Swampscott	Richard Malagrifa
Worcester	Jacob Sanders
Winthrop	Jerry Falbo

Members Participating Remotely: Pam Hill, Concord (remotely for a portion of the meeting)

Vacant Positions:

Beverly
Weymouth

Massport Official Present: Anthony Gallagher, Liz Dello-Russo Becker, Flavio Leo

Others: Jennifer Dopazo Gilbert, Esq. Counsel for MCAC

1. Welcome and Introduction of New Members

Welcome by the Chair, David Carlon. He noted Wig Zamore's trip to Australia to discuss the impact of fine particles on health and environment. The Chair noted that Pam Hill was participating remotely due to a health issue. The Chair introduced two new members: Heather Hamilton from Brookline and Katie McBride from Hingham.

2. Public Comment

Anne Herschfang, resident at 64 West Rutland Street in the South End, Boston requested to speak. She spoke about the noise and adverse impacts of take offs from R27. She noted that she was on the MPA Board from 1974-1981 and they did a lot of work on noise. South End Seniors a group 50 of people meet every week and also the South End Forum another all neighborhood association are concerned. They had a meeting with Mike Capuano. She stated that in June, July and August 2/3 of take offs were over the South End and it woke everyone up. Now about 1/2 of the takeoff are over the South End, She noted that take-offs were not governed by wind direction or speed – some but not all. She wants more fairness in the 5 am take off – just 5 am take offs impacting the South End and Roxbury. She requested that the MCAC take a position on this matter. Her second concern was the RNAV. Flights are focused and relentless and seem lower. The RNAV has had a negative impact on take offs. She believes it is crucial that the RNAV include impacts on the South End. To the extent MCAC has a say on percentage or timing of takeoffs she asked that it be taken into account and made a priority.

Myron Kassaraba noted that the RNAV concentration and impact came up and is being looked at by the Aviation Sub-Committee. He noted it is a narrower path and the 5:00 a.m. issues and volume in the early morning eliminates the option of head to head so the volume is the problem, and some community will get those additional flights when a conventional

runway configuration has to be used.

Anne H. stated it will be important to get that data from MPA

Alan Wright noted that Jamaica Plain, Roslindale and Hyde Park are also impacted.

Ralph Dormitzer commented on the complexity of the flight paths and the many variables to take into account.

Cindy Christiansen said she had a motion she would like to offer under Agenda Item #9 RNAV update and indicated that she had a hand-out available regarding the RNAV study one year later.

3. Approval of the Minutes of the June 8, 2017 Meeting

Motion by Wig Zamore to approve the minutes of the MCAC meeting of June 8, 2017, seconded by Bob D'Amicco, voted unanimous to approve the minutes as drafted.

4. Chair Update

The Chair, Dave Carlon presented a Power Point presentation to update the members. He provided updates on the pending legislation to increase funding and on the hiring process for an Executive Director. Since the last MCAC meeting the Chair noted the following activities:

- Enabling Act Amendment Filed
- Executive Director Search Committee Convened
- Candidates Evaluated
- Interviews Conducted
- Briefings for Elected Officials
- Joint Committee on Transportation Hearing
- Favorable Report from Joint Committee on Transportation
- Second Reading in the House of Representatives
- Third Reading in the House (House Steering, Policy, and Scheduling Committee review)
- Engrossment – forwarded to Senate
- Second and Third Senate Readings
- Enactment by Senate and House, forward to Governor

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- Aviation Operations Subcommittee - RNAV Study Briefings
 - Environment & Health Subcommittee

• BLANS Website, BostonOverflight.com, evaluation of options to assume stewardship of static information only for a period of time and then archive

In addition, the Chair discussed some of the broader changes and discussions at Massport concerning the following matters:

- Massport Seaport District Transportation Plan Re: Pedestrian and Bicycle Infrastructure
- Logan Passenger Drop-off and/or Pick-up Fee
- Winthrop Tower Development Building Height
- Logan Parking Fees for Harbor Tunnels Maintenance
- Boston Harbor Dredging
- Massport Economic Development Plan

Members discussed the time frame for the legislation and when the session ends. Bill Deignan asked if there was more that members can do. The Chair said yes, that members can help with lobbying and assistance from local representatives.

Ralph Dormitzer spoke about the Hansman presentation on 9/28 and his recommendations to the FAA. Hansman has taken the position that once the matters were studied it was suitable to send to the FAA. In general, most members of the Aviation Subcommittee recommended or agreed with his Block 1 recommendations except for one recommendation. Ralph noted that Mr. Hansman has spent more time and more detailed work in this study than he has seen in the last 15 years.

Wig Zamore commented on looking at BLANS and follow-up recommendations. He believes communities are frustrated that they do not have more data and information flow. Wig wants to continue to discuss health aspects of aviation operations.

Dave Carlon recommended that the other city fly quiet programs be looked at so MPA can create one. He noted that the BLANS website is coming to an end. Peter Navarra gave an update of taking over that website. He discussed a transition plan. Pete anticipates the hosting and transition of the BLANS website would be \$300.00.

Alan Wright spoke and noted he is active in the bicycle community. He bikes to Logan Airport. Bike lanes were eliminated by MPA without consultation with any bike groups. MPA met with bike folks 3 weeks ago. Roadway design was discussed and Alan noted the importance of MPA consulting with stake holders prior to making changes.

The Chair noted that the next MCAC meeting is December 7th.

Peter Navarra asked for a separate meeting with Mr. Hansman and the MIT consultants. Peter Navarra asked if this could be a training session. Maura Zlody liked that idea. Members discussed possibly ideas for training. Dave Carlon suggested it could be on runway configuration and arrivals and departures or a review of the MPA economic plan.

Wig Zamore also noted his discussions with Frank at MPA about noise monitors. He noted that Logan airport has 30 such monitors. People have questions about them and that could be addressed at a training as well.

5. Treasurer Update

Myron Kassaraba gave an updated. He noted the legislation is holding up the hiring of staff. Otherwise everything is on track and processes with MPA are getting better. Dave Carlon noted that there were some great candidates at the Search Committee. The candidates are experienced and credible and this was communicated that to the folks on Beacon Hill.

The Treasurer's update was divided into two sections. FY'17 Final Report and FY'18 YTD Update.

1. FY'17 Final Report:

Finished FY 2017 having spent \$131,466. This is consistent what was projected in June. The table below shows the four largest categories for expenses were legal, the Massport Services Agreement, HR consulting for the Executive Director position and website development:

Category	FY'17 Expense
44520 PROF FEE-LEGAL CONSULTANTS	\$50,147
44500 MISC CONTRACT (Massport Service Agreement)	\$35,000
44570 PROF FEE-PERSONNEL MGT CONSULT	\$16,575
44500 MISC CONTRACT (Website Development)	\$12,768
OTHER	\$16,976

Those four categories represented 87% of our spending. Since we did not hire staff in FY'17, we under-spent in Payroll and Benefits (\$-32,500) as well as in Media & Public Affairs (\$-30,000).

2. FY'18 YTD Update:

The Treasurer went over the CAC Expenditures for FY '18 projected through the end of September (includes invoices that have not been posted). Through the first 3 months of FY'18 we have spent \$ 27,372.

He noted that the majority of this year's expenses fall into three categories:

1. Legal/Admin: \$ 10,980
2. Service Fees: \$ 8,750
3. HR Consulting: \$ 7,600

The major factor in this under-spending is the delay in the search and hiring of an Executive Director and other staff.

Much of the future spending depends on the hiring plan that will be influenced by the outcome of our request for a budget increase from the Legislature.

6. John Nucci Update

Mr. Nucci stated that his concern is opening the line of communications. Members should reach out to him. He noted a few issues at the MPA Board level. Michael Angelini was replaced with Lou Evangelitis. The Governor appointed a new member who is BJ's Wholesale Club former CEO. The process has been established by MCAC of motions and recommendations from MCAC to MPA and he thinks this works very well and is orderly. He spoke to the MPA Board to take recommendations from MCAC seriously. He noted that the parties may not always agree on the outcome but the MPA Board wants to see recommendations from MCAC in the form of motions and suggested MCAC keep proceeding in this manner because it has credibility and substance.

MPA Board also got an RNAV update. He told the MPA Board that nothing should happen with the RNAV prior to a public hearing. He announced that there is a public hearing on the RNAV study on Wednesday November 15th in the Mass DOT room at 6:00 p.m..

Pete Navarra asked if the FAA will be there and John said No.

7. Question of sending a written request for information/documentation and a request for a timeline to Massport relative to the on-going RNAV Study

Discussion on the following motion presented by the Chair:

Motion:

Pursuant to the authority granted to it by its enabling legislation and in furtherance of the purposes of the Massport Community Advisory Committee (Massport CAC) as set forth in the enabling legislation, the Massport CAC requests that Massport provide information and documentation to the Massport CAC relative to the Memorandum of Understanding dated September 27, 2016 Between the Federal Aviation Administration (MOU) and the Massachusetts Port Authority (a.k.a RNAV Study) within ten business days as follows:

1. A copy of the Statement of Work (SOW) referenced in the MOU at Section 4. (a) (2), and any related documents with respect to the scope of work to be completed by all consultants.
2. All FAA documents related to any consultants' work on the MOU including but not limited to the FAA Center of Excellence Grant Awards, grant applications, abstracts, and/or contracts.
3. All documents detailing the funding for the RNAV Study including copies of any FAA Center of Excellence Grant Awards or other funding sources used in support of the RNAV Study.
4. All documents pertaining to the work of HMMH and M.I.T. or any other consultants working on the RNAV Study including contracts, statement of work, agreements, and invoices; and

5. In addition to the above documents, the Massport CAC, as previously requested, again requests a written process and timeline for the “RNAV Study” including milestones and an opportunity/dates for the Massport CAC to review and comment to be provided to the Massport CAC within 5 business days of this request.

Cindy Christiansen had recommended to the Executive Committee several changes to the motion as follows: add the word MPA to par. 2 and include timelines, deliverables and/or reports to par. 2 and 4 as well as increasing the 5 business days to 10.

The Executive Committee has approved those amendments with the exception of changing the 5 to 10 business days.

Bob D’Amicco made a motion to approve the motion as amended by Cindy with the exception of changing the 5 days for item 5 the timeline.

Heather Hamilton asked who at MPA gets the request. It was noted that Liz Becker was present and would receive the request on behalf of MPA.

Andrea Adams asked whether the information will be delivered in a format MCAC can use.

Myron Kassaraba seconded the motion made by Bob and the members voted all in favor and unanimously on the motion as amended.

Bill Deignan then made a second request in the form of a motion he handed out for additional information for data on arrivals and departures to be released on a monthly basis. He asked that the data be released on an ongoing basis and be made available on the MCAC website. The motion was made by Bill, seconded by Cindy Christiansen.

Charles Gessner questioned what Bill meant by operation type and what the ICAO number would do for the MCAC. He recommend this request be referred to the Aviation Sub-Com for further discussion, because he does not understand what will be done with this data. Myron said people are now doing data studies on noise and MPA has stated that the information is in fact readily available.

Flavio Leo stated it is a lot of data that Bill requests, but MPA would like to work with the MCAC in order to figure out how to respond and gather the requested information.

Alan Wright noted that he is a data analyst and understanding it is not an issue. Processing the data is a different issue. He was on the LCAC and he thinks it’s a good request that Bill makes, but it is premature. He believes it should be referred to the Aviation Sub-Com and noted the importance of an Executive Director. He noted that the risk is that people will draw incorrect conclusions on data, and he does not want to jeopardize the relationship with MPA. He stated he is all for transparency, but is concerned that this is not the right time to get this data. Dave echoed Alan’s concerns and added that he wishes the fly quiet program was further along.

Ralph Dormitzer asked what is missing from this request. He applauds the attempt to get more data. Flight tracks and noise under those flight tracks is more comprehensive. This needs a closer look and he prefers this be taken under advisement to take a more comprehensive look at what data is actually needed. Wig agreed with Ralph. Wig noted that the environmental reports do not go back prior to 2007 and in 2007 was when runway patterns changed dramatically for 33L.

Myron would support a motion to table this request from Bill, but wants a subset of flight data to be made available now if possible.

Dave requested a substitute motion to refer to this request to the Aviation Sub-Com, but does not want it to go into a black hole. Ralph said he would take up this issue at an AC meeting just on this particular request. Peter agreed there should be some info and data available on a regular basis.

Wig said that the data can be used to write up reports about noise and flight path specifics.

Substitute Motion made by Charles Gessner to refer Bill Deignan's request to the AC to take up at its next scheduled meeting and report back to the MCAC, seconded by Bob D'Amico and passed unanimously.

Andrea wants to make sure the MCAC requests the correct data and be able to cross reference in order to understand it.

Bob D'Amico noted when he worked at the airport they used to come up with a monthly report for flights. He said it is not new it is standard operating procedure.

8. Election of Officers to the Executive Committee

There was some discussion regarding remote participation. Pam Hill decided to not participate remotely and left the call. Counsel, Jennifer Dopazo Gilbert noted that voting for at-large members could occur by written ballot, but that it could not be secret and that members needed to have their names on the ballots and that the votes by each member would be part of the minutes.

a. Election for the following positions:

- Chair
- Vice Chair
- Treasurer
- Secretary
- Three At-Large Members

The candidates for Chair (Dave Carlon); Vice Chair (Jerry Falbo), Treasurer (Myron Kassaraba) and Secretary (Maura Zlody) were incumbents and ran unopposed. There were no other

nominations for these positions and upon motion all were approved.

There were 4 candidates for the 3 At-Large Members, 2 incumbents, Wig Zamore and Pam Hill and two additional members running, Peter Navarra and Cindy Christiansen. Pam Hill had distributed a written statement for her candidacy in advance of the meeting as did Cindy Christiansen. The 3 candidates present (Wig, peter and Cindy) gave a brief statement in support of their candidacy. Dave Carlon noted that he had worked with Pam and Wig and found their expertise to be invaluable and their work to be excellent. He also noted the assistance and support of Peter Navarra who helped build the website and was a pilot, and he thought it would be great to have a pilot on the committee.

Members voted by written ballot and turned the ballots in to the Secretary to be tallied. The tally was provided to the Chair who announced the winners for the 3 At-Large seats as Wig Zamore, Pam Hill and Peter Navarra.

The votes for the 3 at-large members of the Executive Committee were as follows:

Appointee	Pam Hill	Wig Zamore	Pete Navarra	Cindy Christiansen
Frank Ciano : Arlington	X	X	X	
Myron Kassaraba : Belmont	X	X	X	
John Nucci : Boston - East Boston	X	X	X	
Maura Zlody : Boston - Fenway	X	X	X	
Joanne Keith : Boston – Roxbury	X	X		X
Alan Wright : Boston – Roslindale	X	X	X	
Sandra Kunz : Braintree	X	X	X	
Heather A. Hamilton : Brookline		X	X	X
Bill Deignan : Cambridge	X	X	X	
Ralph Dormitzer : Cohasset	X	X	X	
Tony Sousa : Everett	X	X	X	
Katie McBrine : Hingham	X	X	X	
David Carlon : Hull	X	X	X	
Christopher Webb : Malden		X	X	X
Charles Gessner : Marblehead		X	X	X
Peter Houk : Medford	X	X	X	
Pete Navarra : Melrose	X	X	X	
Cindy Christiansen : Milton	X			X
Bob D’Amico : Nahant	X	X	X	
Frank Tramontozzi : Quincy	X		X	X
Wig Zamore : Somerville	X	X		
Andrea Adams : Watertown	X	X	X	
TOTAL :	19	20	19	6

9. Update from Massport regarding:

Elizabeth Dello-Russo Becker of MPA provided an update on the following topics via a Power Point presentation:

- a. Massport CAC Resolutions
- b. Overview of Boston Logan Airport Runway Configurations
- c. RNAV Study

Members discussed the Power Point presentation by MPA. Myron asked for evidence on who MPA contacted and what advocacy MPA was doing to encourage Vortex Generators. Liz noted that MPA had talked to the FAA and airlines. Myron wanted to see letters or specific communications and requested that MPA provide that information.

Liz noted it will take time and pressure on the airlines.

Bob D'Amico asked about the other planes in the series and Flavio noted that all were included in the request.

Charles Gessner requested that MPA contact Jet Blue.

Dave requested a report with all the airbus family series planes included.

Liz and Flavio said yes they would provide the report and tie it in to the fly quiet program.

Myron wants more information and wants citizen and representative in-put.

Cindy suggested that this request for information, letters etc.be formally requested.

Charles G. noted that if there was a Noise Based Landing Fee ("NBLF") then the louder planes would be kept out of Boston.

He noted that the FAA is now trying to catch up to the European model where the new planes are much quieter and use less particulates. The newer planes are 50% quieter. The legal opinion from MPA noted that an appeal has not been made to the court cases cited.

Cindy wants a motion per Charles' comment that he wants Massport to eventually appeal and

challenge the rulings on NBLFs under the Federal laws.

Dave wants this motion referred to the Executive Committee to work on a draft motion with counsel. Andrea Adams agreed. Myron noted that MPA shouldn't tell us we can't do this, but rather tell us how we can do this. The matter was taken under advisement.

Bob D'Amico said the FAA would deem NBLFs discriminatory and he is not sure how much more MCAC or MPA can get out of the airlines.

There was a motion to adjourn by Frank Tramontozzi, seconded by Maura Zlody, approved and the meeting ended at 6:10.

Agenda items not discussed:

10. Discussion on Boston Logan Airport Noise Study (i.e. BLANS) and next steps
11. New Business – reserved for matters the Chair did not reasonably anticipate at the time of posting

Minutes by: Jennifer Dopazo Gilbert, Esq.

Approved at the MCAC meeting on December 7, 2017

Documents:

- June 8, 2017 MCAC draft minutes
- Bill Deignan, Cambridge – handout regarding request for information from MCAC.
- Pam Hill, campaign statement
- Cindy Christiansen, campaign statement
- Cindy Christiansen, motion/memo on RNAV Study One Year Later 10-12-17