

Massport CAC Meeting

November 4th, 2020







Agenda

1. Attendance Roll Call [5 minutes]
2. Welcome & Introduction
 - a. New member(s)
 - i. Alice Stein, Swampscott
 - ii. Brendan Concannon, Hingham
3. Vote to approve Minutes of June 11, 2020 [5 minutes]
4. MCAC Massport Board Member Update – John Nucci [5 minutes]
5. Chairman Update [10 minutes]
 - a. FY20 Review
 - b. FY21 Goals and Objectives
 - c. Future meeting schedule/format
6. Treasurer Report [5 minutes]
 - a. FY20 Year-End Report Update
 - b. FY21 MCAC Budget Update and Projections
7. Annual Election of Officers and Executive Committee [20 minutes]
8. Block 1 Discussion and possible votes [10 minutes]
 - a. BOS RWY 15R Departure SID – discussion and possible vote
 - b. BOS RWY 33L Approach RNAV w/RNP or RNP standalone – discussion and possible vote
 - c. Shoreline Crossing – discussion and possible vote
9. Update from FAA & Massport [50 minutes]
 - a. FAA Welcome and Introduction – Colleen D’Alessandro (5 minutes)
 - b. Block 1 Update – Reggie Davis (5 minutes)
 - c. Block 2 Update – Flavio Leo (5 minutes)
 - d. Community Involvement — Boston Logan International Airport (BOS) – Reggie Davis (5 minutes)
https://www.faa.gov/air_traffic/community_involvement/bos/
 - e. BOS RNAV (GPS) 4L Environmental Assessment Update – Reggie Davis (5 minutes)
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 - f. VALE Grant – Richard Doucette (10 minutes)
 - g. Wake Recategorization – Wendy O’Connor (15 minutes)
10. COVID-19 Update – Massport Staff [5 minutes]
11. Subcommittee Updates [5 minutes]
12. New Business – reserved for matters the Chair did not reasonably anticipate at the time of posting
13. Correspondence
14. Public Comment [10 minutes]
15. Adjournment



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Annotated to reflect that the
motion to approve minutes
passed unanimously



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FY20 Review

Existing Initiatives

- + Complete Block 2 Recommendations for RNAV Study in FY20 and Follow Up on Implementation and Operations
- + Publish Fly Quiet Report
- + Review of Sound Insulation Program
- = Increase Communication with Other Authoritative Bodies Locally and Nationally



FY20 Review

New Initiatives

- Prepare an Annual Report to the General Court and Governor
- + Complete an Initial MPA Budget Review on Aviation Revenue and Marketing Incentive Fees
- Develop Fly Quiet Program Leveraging the Fly Quiet Report Data
- = Review Logan Growth Impacts and Identify Possible Mitigation Opportunities
- + Review Existing and Upcoming Air Quality Initiatives for Education Purposes
- Conduct Educational Training for MCAC Members
- Consider Adding New Subcommittee for Other Topics (e.g. Maritime, Real Estate)



FY21 Initiatives

New Initiatives

- + Executive Director Search
- + Develop Goals and Objectives FY21 and Beyond
- + Review of Massport Community Programs and Funding



Future Meeting Schedule

FY21 MCAC MEETING SCHEDULE

(LAST UPDATED 10/22/2020)

EXECUTIVE COMMITTEE

Month	Date	Time	Location
November	Tuesday the 10th	10:30 am – 12:30 pm	Virtual Meeting - RingCentral
December	Tuesday the 8th	10:30 am – 12:30 pm	Virtual Meeting - RingCentral
January	Tuesday the 12th	10:30 am – 12:30 pm	Virtual Meeting - RingCentral
February	Tuesday the 9th	10:30 am – 12:30 pm	Virtual Meeting - RingCentral
March	Tuesday the 9th	10:30 am – 12:30 pm	Virtual Meeting - RingCentral
April*	Tuesday the 6th	10:30 am – 12:30 pm	Virtual Meeting - RingCentral
May	Tuesday the 11th	10:30 am – 12:30 pm	Virtual Meeting - RingCentral
June	Tuesday the 8th	10:30 am – 12:30 pm	Virtual Meeting - RingCentral

GENERAL MEETINGS

Month	Date	Time	Location
November	Wednesday the 4 th	4:00 pm – 6:00 pm	Virtual Meeting – RingCentral
January	Thursday the 14 th	4:00 pm – 6:00 pm	Virtual Meeting – RingCentral
April	Thursday the 8th	4:00 pm – 6:00 pm	Virtual Meeting – RingCentral
June	Thursday the 10th	4:00 pm – 6:00 pm	Virtual Meeting - RingCentral

*The April Executive Committee meeting will be held a week in advance (rather than the normally scheduled 2nd Tuesday of the month), in order to align with the April General Committee Meeting.



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Treasurer Report

FY20 Year-End Compilation Report

AAFCPA has completed and we have approved their FY20 year-end spending compilation report.

FY21 Year-to-Date Spending and Projections

- a) Q1 Spending totaled \$73.6 Thousand
- b) Q2 Deposit in the amount of \$75 Thousand from Massport was Received
- c) Legal has been over-budget by \$8,103 due to additional hours needed for work associated with Community Paradigm Associates (Executive Director Search and FY21 Goals)
- d) Administrative Services has been over-budget by \$3,875 due to additional coverage in the transition and absence of the Executive Director
- e) There is an expected surplus in the previous budget for Q2 in the total amount of \$28,484 due to the departure of the Executive Director, which breaks out as follows:
 - i) Executive Director Salary \$22,166
 - ii) Fringe Benefits \$6,218
 - iii) Other \$100 (Phone Stipend)
- f) There could be approximately \$12,500 in total expected surplus versus budget for FY21 Q2
- g) There will also be some additional savings (Payroll Taxes, Subscriptions, Insurance, Payroll Administration) associated with the Executive Directors departure
- h) Most other line items are in line with the budget or under budget



Motion

A motion was presented to the Committee by Mr. Ciano

- Request that the Treasurer and the Executive Committee consider increasing the salary or provide a bonus for Ms. Ackley during the period which she is covering duties for the former Executive Director.

Annotated to reflect the motion
as presented to the floor
passed unanimously



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Election of Officers and Executive Committee

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



Election of Officers Executive Committee

- Chairperson, David Carlon
- Vice-Chairperson, Jerry Falbo
- Treasurer, Thomas Dougherty
- Secretary, Maura Zlody
- Three At-Large Members
 - Roseann Bongiovanni, Chelsea
 - Wig Zamore, Somerville
 - Alan Wright, Boston/Roslindale

Annotated to reflect that the
slate election passed
unanimously



Agenda Part 2

8. Block 1 Discussion and possible votes [10 minutes]

- a. **BOS RWY 15R Departure SIDs – discussion and possible vote**
- b. **BOS RWY 33L Approach(s) RNAV w/RNP or RNP standalone – discussion and possible vote**
- c. **Shoreline Crossing – discussion and possible vote**

9. Update from FAA & Massport [50 minutes]

- a. FAA Welcome and Introduction – Colleen D’Alessandro (5 minutes)
- b. Block 1 Update – Reggie Davis (5 minutes)
- c. Block 2 Update – Flavio Leo (5 minutes)
- d. Community Involvement — Boston Logan International Airport (BOS) – Reggie Davis (5 minutes)
 - i. https://www.faa.gov/air_traffic/community_involvement/bos/
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- f. VALE Grant – Richard Doucette (10 minutes)
- g. Wake Recategorization – Wendy O’Connor (15 minutes)



Motion

BOS RWY 15R Departure SID and BOS RWY 33L Approach Motion:

- That the Massport CAC supports the South Shore member communities of Cohasset, Hingham and Hull in their request to the FAA relative to the Logan International Airport RNAV study recommendation to relocate the waypoints for departures from Runway 15R as proposed by Dr. John Hansman, MIT, at the MCAC meeting on January 9th, 2020 and as modified by the FAA.
- And Further, that the Massport CAC supports the South Shore member communities of Cohasset, Hingham and Hull in their request to the FAA relative to the Logan International Airport RNAV study recommendation to implement the Block 1, Option 2, a formal RNAV RNO only procedure for arrivals on Runway 33L via Boston Light as proposed by Dr. John Hansman, MIT, at the meeting on January 9th, 2020 and as modified by the FAA.

Annotated to reflect that
the motions passed
unanimously



Motion

Shoreline Crossing Motion:

To request that the Federal Aviation Administration (FAA) conduct a data review to the RNAV routing of departures from Logan International Airport from runways 4, 9 and 22L/R as related to the Record of Decision of 2007 (ROD) specific to southbound shoreline crossings and in fulfillment of the mitigation obligations of the Federal Aviation Administration Record of Decision dated August 2, 2002 as enumerated in Section VIII. Mitigation Measures of that ROD and as further references in the BOSTON AIR ROUTE TRAFFIC CONTROL CENTER AND BOSTON CONSOLIDATED TERMINAL RADAR APPROACH CONTROL LETTER OF AGREEMENT dated December 15th, 2011 and the changes to departures from the “Briefing on BOS RNAV SIDS for Runways 22L/R and 15R” presented June 7th, 2011 by Brian Brunelle. This request shall commence after formal transmittal of all Massport Community Advisory Committee (MCAC) final RNAV Study Block 1 and Block 2 recommendations to the FAA.

Annotated to reflect that
the motion passed
unanimously



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 - f. **VALE Grant – Richard Doucette (10 minutes)**
 - g. **Wake Recategorization – Wendy O’Connor (15 minutes)**



Massport CAC Resolution

Resolution pertaining to BOS RWY 33L Departures:

To request that the FAA commit to developing a procedure for Runway 33L at Logan International Airport that geographically disperses jet departures more equitably than the current RNAV SID.

Annotated to reflect that the motion passed unanimously,
1 member abstained



Agenda Part 3

10. **COVID-19 Update – Massport Staff [5 minutes]**
11. Subcommittee Updates [5 minutes]
12. New Business – reserved for matters the Chair did not reasonably anticipate at the time of posting
13. Correspondence
14. Public Comment [10 minutes]
15. Adjournment



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END



Massport CAC Mission

The mission of the Massachusetts Port Authority Community Advisory Committee is to be the voice of communities impacted by Massport operations; we collaboratively offer local, regional, and national solutions through advocacy, information and Authority oversight.



Massachusetts Congressional Delegation Letter to FAA

Congress of the United States
Washington, DC 20515

October 21, 2020

Colleen D'Alessandro
New England Region Regional Administrator
Federal Aviation Administration
1200 District Avenue
Burlington, MA 01803-5299

Dear Ms. D'Alessandro,
We write regarding the August 14, 2020 consolidated Federal Aviation Administration (FAA)/Industry stakeholder assessment of eight preliminary Boston MIT Block 2 proposals related to Runways 33 Left and 22 Right/Left.

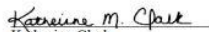
In October 2016, the FAA, Massport, and our respective offices signed a Memorandum of Understanding (MOU) to study the noise impacts of Area Navigation, or RNAV, at Boston Logan International Airport. The first stated objective of that MOU was to "identify specific proposed ideas to reduce overflight noise from RNAV concentration." After nearly four years of significant study and effort, the Massport Community Advisory Committee (CAC) requested that the FAA provide an early feasibility assessment to a series of Block 2 RNAV design concepts for RWY 33L/22L/R at Boston Logan International Airport. There were eight different proposals presented, and the assessment for all eight was that they were each "not a candidate for further evaluation."

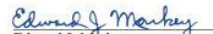
Although we appreciate your willingness to provide this early assessment, it is deeply disappointing that after four years of work to address the issue of overflight airplane noise caused by RNAV, the assembled stakeholders would reject all eight proposals as not needing "further evaluation." We understand that this assessment does not take the place of the more formal and requisite 41 process, and we recognize and appreciate that safety and efficiency must be ensured in the implementation of any new procedure. However, the dismissal of all eight proposals without offering potential modifications or alternatives for evaluation is inconsistent with the spirit of cooperation laid out in the MOU.

We respectfully ask that the FAA recommit to the MOU's first stated objective to "identify specific proposed ideas to reduce overflight noise from RNAV concentration," and work in partnership with the Massport CAC to identify and present proposals for evaluation. To that end, we request further evaluation of the MIT Block 2 proposals and explanation of the FAA/Industry stakeholder assessment.

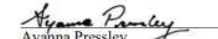
We appreciate your time and attention to this difficult undertaking, and we thank you for your consideration of our request.

Sincerely,


Katherine Clark
Member of Congress


Edward J. Markey
United States Senator


Elizabeth Warren
United States Senator


Ayanna Pressley
Member of Congress


Stephan Lynch
Member of Congress



33L Communities Letter to FAA and Massport



October 14, 2020

Via Electronic Delivery

Colleen D'Alessandro
New England Region Regional Administrator
Federal Aviation Administration
1200 District Avenue
Burlington, MA 01803-5299

Lisa S. Wieland, CEO
Massachusetts Port Authority
1 Harborside Drive, Suite 200S
East Boston, MA 02128

Re: Feasibility Response

Dear Colleen D'Alessandro and Lisa Wieland,

The recent FAA response commenting on the MIT area navigation ("RNAV") Study proposals for 33L equitable dispersion of aircraft take-off noise, documented in the August 14, 2020 letter to Massport Community Advisory Committee ("MCAC") Executive Director Matthew Romero, was immensely disappointing. Our communities were counting on your institution for feedback and solutions to the aircraft take-off noise concentration problem caused by your performance-based navigation ("PBN") procedures. Departure concentration is a well-documented matter that has adversely affected many thousands of Americans at numerous airports nationwide. The optimism and hope that was broadly shared in the Greater Boston area for an equitable dispersion of aircraft take-off noise is slowly yielding to frustration due to FAA's categorical rejection for all of MIT's RNAV Study concepts, specifically concerning modifications to the 33L RNAV Standard Instrument Departure (SID) at Logan International Airport.

It should be no surprise that we are dismayed and surprised by FAA's assessment, particularly after a meeting was held at the FAA's Regional Office on November 18th, 2016 with community officials and representatives and attended by Carl Burleson, FAA Deputy Assistant Administrator and Jodi McCarthy, Deputy Vice President, FAA Air Traffic Organization. At this meeting, sponsored by Congresswoman Clark, the FAA acknowledged the serious issue of concentrated 33L departure flight paths and attendant increased take-off noise concentration and represented that they fully supported having the MIT RNAV Study explore alternatives. We are dismayed that in the August 14th response every alternative dispersion concept for 33L departures was rejected for further study, with no modifications proposed; and we are further surprised that, after four years of periodic dialogue between MIT, Massport and the FAA during the MIT RNAV Study, the FAA has only now announced that none of the alternatives are considered feasible and that none merit further study. From our perspective, it now appears that the FAA's commitment to its "good neighbor" pledge and to its role as a cooperative partner in the MIT Study process is in serious jeopardy.

Our message to you now is that after seven years of the 33L RNAV SID, the problem is not going away: our residents are *not* getting used to the noise caused by flight path concentration. Our message is

FAA/MassPort
October 14, 2020
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simple and straightforward: **the FAA needs to take responsibility for a problem it has caused by fixing the problem.**

Sections 176 and 175 of the 2018 FAA Reauthorization Act provides that the FAA will seek to "improve community involvement practices" and will "consider the feasibility of dispersal headings or other lateral track variations to address community noise concerns". FAA must do more to honor and address these obligations.

Prior to the current COVID-19 pandemic, the combined effects of RNAV flight path concentration and unprecedented growth at Logan in both volume and incursion into late-night hours created unsustainable conditions for many citizens in 33L communities. The response to these effects is clearly evidenced in historically high and sustained numbers of citizen complaints to Massport/FAA, and also documented in the MIT RNAV Study. RNAV concentration of departures has created permanent environmental problems in areas where it has been implemented, and that is a fact that cannot be denied. When the current pandemic begins to wane and the jets return, the suffering will resume, and so will the unprecedented numbers of citizen complaints.

The FAA exists in the service of the American people and must do better to honor its privileged responsibility as the steward of domestic aviation in the widest sense: embracing and implementing changes that preserve and restore the quality of life for fellow Americans who live on the ground near airports, in addition to meeting efficiency targets for industry stakeholders, airports and travelers.

We request that the FAA earnestly and promptly apply the considerable resources at its disposal to propose an alternative departure procedure for runway 33L that would disperse jet noise more equitably.

Sincerely,

Mayor Breanna Lungo-Koehn
City of Medford

Louis A. DePasquale
City Manager, City of Cambridge

Adam Chapdelaine
Town Manager, Town of Arlington

Mayor Gary Christenson
City of Malden

cc:

Senator Elizabeth Warren
Senator Edward Markey
Congresswoman Katherine Clark
Congresswoman Ayanna Pressley
State Senator Patricia Jehlen
State Senator Sal DiDomenico
State Senator William Brownsberger
State Senator Joseph Boncore
State Senator Cindy Friedman
State Representative Sean Garballey

State Representative David Rogers
State Representative Marjorie Decker
State Representative Mike Connolly
State Representative Denise Provost
State Representative Jonathan Hecht
State Representative Christine Barber
State Representative Paul Donato
State Representative Jay Livingstone
Massport Community Advisory
Committee (MCAC) Members



South Shore Communities Letter to FAA & Massport



THE GENERAL COURT OF MASSACHUSETTS
STATE HOUSE, BOSTON 02133-1053

October 20, 2020

Colleen D'Alessandro
New England Regional Administrator
Federal Aviation Administration
1200 District Avenue
Burlington, MA 01803

Lisa S. Wieland
Chief Executive Officer
Massachusetts Port Authority
One Harborside Drive
Boston, MA 02128

Re: Logan RNAV Study Recommendations
Runway 15R departures and Runway 33L arrivals

Dear Ms. D'Alessandro and Ms. Wieland:

We write to you regarding the aviation procedure recommendations resulting from the Logan International Airport RNAV Study conducted by MIT under the direction of Dr. R. John Hansman and supported by the FAA. Specifically, we address the proposals regarding the Runway 15R departures and Runway 33L arrivals.

We would like to begin by thanking you for your continued commitment to initiatives that reduce airplane noise and pollution. The RNAV procedure modifications study is providing important insights into opportunities for noise mitigation for the communities surrounding Logan International Airport, and across the nation.

The South Shore communities support relocating the waypoints for departures from Runway 15R as proposed by Dr. Hansman and modified by the FAA. (See attachment of FAA proposed procedure change.) The FAA's decision to relocate waypoints for departures from Runway 15R and the creation of a formal RNAV procedure for arrivals on Runway 33L via Boston Light has been well received by our constituencies and we thank you for your willingness to move forward with these uncontested mitigation initiatives. We believe these measures to be a step toward lessening the noise impact on our heavily burdened communities, without redistributing noise onto other burdened communities. Upon conclusion of the RNAV Study, we request that the FAA study the flight paths over the Town of Cohasset shoreline for noise mitigation opportunities. (See attachment of Runway 15R shoreline crossing.)

In addition, the South Shore communities support the Block 1, Option 2, a formal RNAV RNP only procedure for arrivals on Runway 33L via Boston Light as proposed by Dr. Hansman and modified by the FAA. (See attachment of FAA proposed procedure.) We expect in the future that more airplanes will be equipped with RNP capability and the new procedure will be adopted by the airlines and pilots, bringing noise mitigation relief to South Shore communities.

Ms. D'Alessandro and Ms. Wieland
October 29, 2020
Page 2

We do not support the Block 1, Option 1, RNAV GPS procedure. This procedure will have a detrimental noise impact.

We continue to advocate for better utilization of Boston Harbor for noise mitigation from Runway 22 L/R departures whose negative impact has increased significantly as a result of the implementation of RNAV. We ask that Massport and the FAA continue to evaluate proposals from MIT, specifically, MIT's "Proposal 7: Vector SID (RNAV with initial vectors) RWY 22L/R" which indicates that an alternative has been proposed by the FAA. (See attachment of Runway 22L/R arrival proposal.) Such alternative "VI-C Rev 3" was proposed by MIT during a briefing with the Massport CAC on September 30, 2020 (see attachment) and has our support.

As Massport, the FAA, and Dr. Hansman examine possible recommendations in Block 2, we urge you to prioritize general noise and pollution reduction and reject proposals for redistribution, which only serve to pit the communities of the Commonwealth against one another.

We thank you for your continued commitment to initiatives for reducing noise and pollution from aircraft operations and specifically for your support of the RNAV Study.

Very truly yours,

Joan Meschino
State Representative
3rd Plymouth District

Patrick O'Connor
State Senator
Plymouth and Norfolk

Christopher Senior
Town Manager
Cohasset

Thomas Mayo
Town Administrator
Hingham

Philip E. Lemnios
Town Manager
Hull

Attachment as stated

Ms. D'Alessandro and Ms. Wieland
October 29, 2020
Page 3

cc: Edward Markey, United States Senate
Elizabeth Warren, United States Senate
Stephen Lynch, United States House of Representatives
Lewis Evangelidis, Chair, Massport Board of Directors
Warren Fields, Massport Board of Directors
Patricia Jacobs, Massport Board of Directors
John Nucci, Massport Board of Directors
Sean M. O'Brien, Massport Board of Directors
Stephanie Pollack, Massport Board of Directors
Laura Sen, Massport Board of Directors
Robert DeLeo, Speaker of the House