

Minutes of the Executive Committee Meeting
of the Massport Community Advisory Committee

November 13, 2018

10:00 a.m.

Brookline Town Hall – Room 408

Executive Committee Members Present: David Carlon, Pete Navarra, Maura Zlody, Jerry Falbo, Andrea Adams, Wig Zamore and Myron Kassaraba

EC members not present:

Other MCAC members present: None

Members Participating Remotely: None

Others in attendance: Matt Romero, Executive Director and Jennifer Dopazo Gilbert, Counsel

MPA: Anthony Gallagher (Arrived at 10:15)

1. Approval of Minutes

September and October EC draft minutes discussed.

Motion by Myron, seconded by Jerry to approve the minutes of September 6, 2018. Unanimous approval with Andrea abstaining.

Motion by Myron seconded by Maura to approve the October 18, 2018 minutes, unanimous approval with Andrea abstaining.

2. Treasurer's Report

Myron provided an update on processing payments. He noted that \$7,159 was spent this month. He is working with Matt on budget adjustments. There was discussion on hiring a budget consultant and a part-time administrative assistant. Myron received 3 requests for parking reimbursement and they will be processed. Matt will create a new reimbursement form and Maura will hand them out at the meetings.

There was discussion on reimbursement for parking and the matter was referred to Matt to look at other community policies and report back to committee.

3. Update from Massport (taken up at 10:30)

Anthony Gallagher from MPA provided the update.

a. 101 Training

Anthony recommends this be done via a web program. Discussion on logistics and how to present and when. Discussion on prior training program for CAC members at the Noddle Room. The Chair noted there has been some turn over and more training is required. Anthony said they have been discussing training options and topics and how to cover all topics. There was general consensus that doing a webinar is the way to go for efficiency purposes.

Myron encourages a webinar with field trips and on-site trainings in order to provide a different and more impactful experience. Members agreed that this is very beneficial; both on-site facilities tours with webinar education on various topics.

Matt will meet with Anthony and report back on options and scheduling at the December meeting. Members discussed what topics and where to visit as part of the training.

- b. RNAV Update. Anthony noted there will be an update for both the State and Federal delegations. Dr. Hansman will be making the presentations. This will take place mid-December and will be open to delegates and the Speaker and Representatives. Members discussed timing and logistics of updates and the content of material. Anthony noted that feedback should go to Dr. Hansman.

Andrea noted that there should be an explanation of the difference in Block 1 and Block 2. Members discussed Block 2 process and Anthony noted that the discussion on Block 2 is to review what the options are and how to choose.

Myron noted that the presentation to the delegates is more high level. These notional concepts need to be discussed at a local level. Divergent headings is the preferred option according to the FAA and this is a substantial move of flight traffic that raises local concerns and questions. Myron asked how do the local issues get addressed and with whom? That is the question that Myron has for Dr. Hansman and MPA. Anthony agreed that runway specific questions should be addressed in a different setting. Anthony is hopeful that at the Statehouse level these issues will be addressed and then perhaps a sub-gathering will address the local concerns. Anthony did acknowledge that the structure of this has not yet been resolved.

Myron noted that his community group has questions and so do other communities. Members discussed runway changes and local impacts.

Wig noted that Dr. Hansman is not doing anything comprehensively, just targeted. He noted that people react differently after being impacted. Any tactical change will have impacts which vary depending on who is knowledgeable on the issues and changes.

Members discussed ways to inform the local community groups and officials. Various communities like Cambridge were discussed. Dave views the project as a long process with community involvement and socialization of the issues by the MCAC. Dr. Hansman

will discuss options and burden shifting issues. Members discussed how the process will unfold and the environmental process as well. Myron noted that the MCAC has requested to know which options will require an Environmental Assessment (EA).

The Chair noted that the EA will be done if required on options recommended or selected.

Members discussed how the options will be selected and what review will be given to each alternative. Myron thinks each member needs to have a meeting with their own communities and then the MCAC will come together to discuss.

Dave and Myron discussed the equity issues and how to come to consensus and convey preference. Members discussed the many questions on divergent headings and the areas that require further investigation.

Myron asked that the study team provide feedback as to what the team needs from the MCAC to proceed. Wig believes Myron has a handle on the block 2 issues.

Wig noted the big impacts will be in East Cambridge and Alston. Wig noted that the population in these areas has changed and this is where physical and noise changes will be.

Myron is briefing his Selectmen in December and suggests that other members do the same locally.

Wig noted the highly impacted areas will not know the impact until after and it is hard to claw it back.

- c. HMMH. Dave requested an HMMH update/briefing at Hanscom at the December meeting. Dave requested again from Anthony a copy of the RFP and scope of work for HMMH. Matt will follow-up to get this from Anthony. Myron noted that at the last meeting this request was made and passed by motion. HMMH will also be at the January meeting. Matt will follow-up with Dave and connect with Anthony on the data and reporting requests.

Members discussed touring facilities and information to be presented. The Chair requested Anthony to provide the Hanscom reports ahead of time. Matt will coordinate with Anthony.

4. Upcoming Executive Committee Meeting Dates/Locations

Dave wants the next meeting at Hanscom Field in December. He hopes there will be a tour of a facility; perhaps the Med Flight facility.

Discussion on having Executive Committee meetings at the State DOT Building or another central location.

5. Massport CAC Meeting Date

Chair wants to move the December meeting date to January. Matt will send out a Doodle poll. The Chair suggests doing a calendar poll for meetings to try to get more participation. Discussion of turn out at meetings and getting a quorum.

Wig prefers quarterly meetings starting from the January MCAC meeting date. Discussion of dates for quarterly meetings. Maura noted that school breaks should be avoided.

6. OML and Conflict of Interest Training Requirements

Discussion on getting Ethics certificates done and filed with Matt. Matt will keep a running list.

7. Massport CAC Input into Massport CEO Search

Chair gave an update on his discussion with John Nucci on the MPA CEO search. Per John there is a search committee but it is private right now. The committee is the current CEO, the current CFO and a majority of the MPA Board. Matt will meet with John Nucci to discuss the appropriate way for the MCAC to be involved and report back.

8. Discussion of Massport CAC Framework for Priorities

The Chair noted that the focus has been on the RNAV Study. He recommends that now that there is an Executive Director the MCAC should pivot and look at more MPA operations and facilities as well as the budget review. Dave discussed that the RNAV is not all-inclusive and does not address all the issues with MPA operations and things that are coming down the pike like electric planes. Members discussed how to pivot and present ideas to the general membership.

Maura discussed addressing health concerns, which was echoed by Wig. Myron stated that RNAV looks at procedures and where planes are flying. He noted that the biggest impact on regional complaints is hours of operation. Myron doesn't believe hours of operation have been looked at and presented to local officials. Myron noted that between 5 a.m. – 8 a.m. there has been a significant increase in flights. Myron wants to expand to look at hours of operation, because it affects everyone. Members discussed that Logan is now or will be a 24-hour airport. Members discussed reporting and types of reports that airports provide.

Members discussed airport limitations and reporting. Myron wants hours of operation addressed by the MCAC in the future. Members agreed and Wig noted that European airports have no-fly times. Dave noted that in the USA there is no curfew and the last one at John Wayne is going to be lifted due to economic concerns.

Dave wants members to think about a framework of categories to address; whether tactical, strategic and aspirational. The Chair wants the Executive Director to work on this. Members discussed the framework going forward.

Wig discussed his review of the European reports on various impacts of aviation operations and they are far better than what is being done in the USA. Wig discussed what is reviewed and the methodology used; whole population and impacts on health. European noise levels are much lower than the US. On roadway they have strong studies on noise and health. European limits are much lower than the US standards on noise and health impacts.

Matt will develop the framework and priorities will be discussed with the general membership.

9. Discuss MPA Annual Current Expense Expenditure Budgets Review

The Chair noted that one of the MCAC duties is to review the MPA budget. Members discussed where to begin and where to focus. One area discussed was MPA fees and marketing budget. This would be the first narrow focus and then expand from there. A consultant would need to be retained to start this review. The committee discussed how to move forward. Myron wants the funding for noise analysis and reporting included. Myron noted that the budget from MPA does not break this down now and wants to make sure the scope include the noise abatement office and budget for reporting noise complaints.

Members discussed the scope of the MPA budget review. Andrea wanted to be sure the market place could tackle the request so the review is done well and completed. Myron recommended spending \$25,000 for the analyst which is covered in the budget. The Chair noted that there could be 2 phases as well if needed for the consultant.

Dave noted that HMMH could also provide guidance. Wig agreed with Myron. Wig noted that Massachusetts has a robust environmental health scientist community. Wig wants to allow for better access to the technical staff at Massport. He wants to build on the capacity of MPA's technical consultants. Wig wants the data not the glossy reports. Wig wants access to the data. Wig said that comparative review doesn't help unless you look at Los Angeles.

Maura wants to know how much Massport is spending on marketing and incentives.

10. Review of FAA Reauthorization Act Sec. 187 – Aircraft Noise Exposure

Dave gave an update on his discussions with Julie at the FAA on the Reauthorization Act. The FAA is beginning a process and then will report to the sub-committee and then Congress.

Jerry handed out materials on the Town of Winthrop (8 pages total) and increases in flights and impacts on his community and surrounding communities. He discussed the amount of land in Winthrop taken by the airport. He noted that on p.4 of his handout shows that the loudest area is 73 Db and runway 9 was used for 51% of departures in September. Jerry discussed his conversations with Massport officials and his concerns with the increase in use of runway 9, the height of the flights at only 300' and the noise exceeding 65Db. Jerry wants these areas soundproofed again with new windows. Members discussed the information presented by Jerry and the request for soundproofing.

Dave noted that Congress has asked the FAA to review these issues. Chelsea, East Boston and Winthrop are most impacted. Massport should brief the MCAC on the state of this currently and in the future as well as remedial measures and soundproofing retreatment.

Wig said that the 65 Db vs. 73 Db depends on the level of annoyance. The Schultz curve; the defined population that is annoyed has shifted to the more sensitive population. Members discussed the issues around the situation presented by Jerry and how to address them going forward.

The Chair suggested that the MCAC be briefed but through Wig's environmental sub-committee. Wig and Dave will discuss how to address this with MPA and the environmental sub-committee.

Members discussed other environmental issues at Logan with other transportation on the ground.

11. Revisit Community Complaint Process Submission at Massport

Myron noted that the vision 18 months ago was to allow a community to have a complaint officially logged, registered and investigated. Jerry should be able to find out why the noise is high. In June 2017 the Community Complaint Process proposal was voted on unanimously by the Executive Committee and sent to Liz Becker at Massport by Dave. Myron feels that it has not been sufficiently addressed by MPA and the EC should pursue this. The proposal will be recirculated.

12. New Business. Wig requested to meet with MPA consultants to gather information for the environmental issues coming before his sub-committee. Matt Romero will accompany Wig. The Environmental Status Process Report (ESPR) is an important document that comes out every 5 years with a 90-day comment period. Wig believes the climate analysis is incorrect and must be addressed.

13. Public Comment – None.

14. Adjournment – Maura motion to adjourn at 12:00 second by Jerry unanimous approval.

Minutes by: J. Dopazo Gilbert, Esq.

Approved on December 11, 2018

Documents:

- Agenda
- September and October EC draft minutes
- Town of Winthrop information from Jerry Falbo (8 pages)