



## MASSACHUSETTS PORT AUTHORITY COMMUNITY ADVISORY COMMITTEE

### EXECUTIVE COMMITTEE

FEBRUARY 14, 2019 AT 10:30 PM

Hanscom Field | 200 Hanscom Dr, Bedford, MA 01730

### Meeting Minutes

Present: Dave Carlon, Pete Navarra, Wig Zamore, Myron Kassaraba

Absent: Andrea Adams, Jerry Falbo, Maura Zlody

Others present: Heidi Porter, Bedford; Jennifer Dopazo Gilbert, Counsel; Matthew A. Romero, Executive Director; Anthony Gallagher, Massport; Sharon Williams, Massport

#### Welcome and Background on Hanscom Airfield – Sharon Williams, Director

Ms. Sharon Williams, Director of Hanscom Airport, welcomed the Executive Committee and made a presentation that provided an overview of the history and functions of Hanscom Airport.

Mr. Zamore asked for more information about MedFlight, and Ms. Williams explained that MedFlight ran operations out of its new facility in Hanscom and could fly directly to the site of an accident if needed. They have a partnership with all the major hospitals in Boston. They have one fixed wing, two helicopters, and a very robust ground transportation system based out of Hanscom as well.

Mr. Kassaraba inquired about curfews, and Ms. Williams noted that as a public airport they cannot discriminate or close at night; however, they are able to charge a nighttime surcharge fee, which had existed since 1978 and was “grandfathered” in when the Airport Noise and Capacity Act (ANCA) was put in place. Flights between 11:00 pm and 7:00 am are penalized, and the charge doubles if nighttime flights exceed five times per year. It increases annually by the consumer price index. Night time operations have gone up due to demand from businesses.

Hanscom is the second busiest after Logan and then Nantucket is the third due to summer traffic. Both Hanscom’s number of operations as well as its noise levels have decreased over the years. There was one spike in 2017 due to runway construction on at 4R.

The Committee discussed short-range commuter planes and “Uber Air” type travel for commuters in to the city. Ms. Williams stated there hadn’t been any contact about that yet, and she believed most of those technologies were in the development phase at this time. She did believe they would eventually be coming as well as electric aircraft.

Mr. Carlon asked if there were any restrictions on size or number of seats, and Ms. Williams responded that there was another “grandfathered” rule from 1978 called the “60 Seat Rule,”



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which noted that no scheduled passenger service could have more than 60 seats. She noted that the rule did not apply to charters and private aircraft.

In a response to a question from Mr. Zamore, Ms. Williams noted that Hanscom interacted primarily with the four surrounding communities including twice monthly meetings of the Hanscom Field Advisory Commission, as well as the Hanscom Area Towns Committee (HATS), which included Select Board members from the communities. Hanscom has a very good relationship with the four towns, the Air Force Base, and the National Park. The communities' biggest concerns are large cargo.

In response to a question from Mr. Zamore, Ms. Williams noted that they would be publishing a 5-year update to their comprehensive environmental report in a few months. She noted that Hanscom has noise monitors and issues a monthly report to the communities.

Mr. Zamore asked if Hanscom would become a Metroplex like other regions? Mr. Kassaraba explained that was more of a Federal Aviation Administration (FAA) function, and that it hadn't been scheduled in the Boston area year.

Mr. Kassaraba asked if there were defined flight paths for various runways? Have they changed over time and change in impact? Ms. Williams acknowledged that Hanscom had RNAV procedures, but the changes didn't have impacts large enough to cause discussion like the discussions surrounding Logan RNAV implementation.

The Committee discussed EPA's Fly Clean Initiative and Ms. Williams noted that Hanscom kept careful watch on the FAA mandates including the use of leaded gasoline.

Mr. Navarra discussed the location and the unique airspace, noting that his experience flying out of Hanscom had been very good.

Mr. Zamore discussed the 5-year environmental reports and importance of analyzing the emissions at the correct altitude below 3,000 feet for health, but for environment it should be zero to at above top of atmosphere.

### Approval of Minutes of January 10, 2019

The minutes were discussed.

Motion to approve by Mr. Kassaraba, seconded by Mr. Navarra. Approved 3 – 0 – 1 with Mr. Zamore abstaining.

### Executive Director's Report



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### *Part-Time Administrative Assistant Position Update*

Mr. Romero presented the draft job description for discussion. Mr. Kassaraba noted that the Massport CAC would be required to provide 401K benefits to any employees that worked over 1,000 per year, which is why the position is listed as part-time. Mr. Romero explained that the position was listed as “temporary” because the full-time administrative position would need to be posted as a new position when the funding became available. The original budget projections allowed for a part-time administrative position in FY19 and FY20, with full-time funding, including benefits, projected for FY21.

Mr. Navarra asked how the position would be recruited, and Mr. Romero indicated that the position would be posted on the Massachusetts Municipal Association (MMA) website as well as in their monthly printed newsletter, as well as advertised on LinkedIn.

Mr. Carlon asked how quickly the position could be posted, and Mr. Romero indicated that once the job description was approved by the Executive Committee, next steps could be taken very quickly. The Executive Committee had voted at last month’s meeting to transfer the additional funds needed for advertising.

Mr. Kassaraba made a motion to approve the job description.

Mr. Zamore opined that noise and pollution are community issues, and that he wanted to make sure the Massport CAC becomes more effective on these issues. Mr. Carlon pointed out that this was not the Massport CAC’s mission as stated in the Enabling Act.

Mr. Kassaraba reminded the Committee that members had wanted more independence for the Massport CAC, but such independence created additional overhead required by a small office and the obligations on reporting to Massport.

Mr. Navarra seconded the motion to approve the job description. The Committee approved the job description unanimously.

### *Open Meeting Law (OML) and Conflict of Interest (COI) Update*

Mr. Romero noted that more members had completed their COI requirements, but that there were still some members whose updates were outstanding. He noted he would continue to follow up with members to ensure the Massport CAC’s compliance with the COI Law.

He also noted that he had sent out an email to remind members of some of the key requirements of the OML and had pointed members to free online webinars offered by the Attorney General’s office.

### *Meeting Locations and Dates Update*



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Mr. Romero updated the Committee on the scheduled meetings and locations for the rest of the calendar year, noting he would send them an updated list via email.

### Treasurer Budget Update

Mr. Kassaraba noted that Massport had provided the second round of funding that he had requested. He noted that he would be working on the budget with Mr. Romero and that the budget would increase to \$350,000 in FY20. He explained he was working with the accounting firm to create a chart of accounts that better reflected the Massport CAC's needs rather than continuing to emulate Massport's structure. These would be reviewed by Massport first to make sure they would meet our reporting obligations. He expected that a draft budget would be provided to Executive Committee in April 2019, would be circulated to the general membership in May 2019, with a vote for approval in June 2019.

### Update from Massport

#### *Fly Quiet Reporting – HMMH Update*

Mr. Gallagher noted that a date needed to be selected within the next four weeks to allow HMMH to address any concerns of the Aviation Subcommittee and the Massport CAC. He noted that anything received in writing ahead of time would be helpful. Mr. Carlon explained the process moving forward. Mr. Romero, Mr. Dormitzer, and Mr. Carlon were working on a one-to-two-page summary of the feedback from the Aviation Subcommittee discussion that would be circulated to the subcommittee and the Executive Committee. Feedback would be incorporated when relevant, and then circulated to the full body as well as forwarded to Mr. Gallagher and HMMH. Mr. Carlon suggested that if Mr. Dormitzer could attend that the next Executive Committee meeting in March could provide a good forum. He reminded members that this process was iterative, and that more could be added later.

Mr. Gallagher returned briefly to HFAC noting that they were also a legislatively mandated organization that Massport was required to report to. Mr. Carlon opined that the Massport CAC should receive whatever updates they received and made a formal request of Mr. Gallagher for these reports.

The Committee discussed membership representative vacancies and Mr. Carlon noted that Lincoln wanted to withdraw from the Massport CAC. Mr. Carlon and Mr. Romero noted that they have begun reaching out to some communities with vacancies including Beverly to fill them. Mr. Zamore believed the Massport CAC should coordinate with the Metropolitan Area Planning Council (MAPC) and Mr. Romero noted that he was working to arrange a meeting with MAPC and would see that Mr. Zamore was included.

#### *RNAV Timeline/Process Update*



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The March 28, 2019 general meeting will focus primarily on the RNAV Study and Dr. Hansman's presentation. Mr. Gallagher noted that Massport was working with Dr. Hansman and his team to know what's expected for the meeting. He emphasized that Dr. Hansman would not be making choices or recommendations from the options he has studied and presented; however, he would likely be focused on presenting options that are more likely for favorable action by the FAA.

Mr. Kassaraba made a point that to work in partnership having the Scope of Work (SOW) is necessary. The SOW was requested and was not received. He believed it would be good to receive the SOW and questions to be addressed before the March 2019 meeting. He envisioned seeing Dr. Hansman's update at the March meeting, bringing that update to a 33L Working Group meeting, allowing the individual communities to have their own meetings for discussion. After that the 33L Working Group would reconvene afterward and coordinate. The intent would be to present a united recommendation to the Massport CAC from the 33L communities for a vote of support in June 2019. He asked that the minutes reflect that Massport and MIT were not in a position to decide which options are preferential or not. Though the process will be messy it should not stop. Mr. Gallagher agreed that internal collaboration of the communities was very helpful for Massport.

Mr. Carlon discussed the various working groups and his opinion that feedback should be received from all communities including Lynn and Nahant's elected officials. He believed that no community should be left behind. He agreed on the goal of closing MIT analysis by June 2019.

There was discussion on what the trigger is for closure and that the March meeting should include a discussion on whether there will be an Environmental Assessment (EA). Mr. Zamore believed there is no closure without an EA. Mr. Gallagher would provide a status update on the EA. Mr. Kassaraba said that the FAA will not move ahead until the Massport CAC votes and recommends Massport to take specific actions. Mr. Carlon noted that feedback from all Massport CAC members was requested at the last meeting, but he had received limited feedback to date. Mr. Romero said he would send an email asking for feedback by March 1<sup>st</sup>.

Wig noted that baseline environmental analysis needs to be done before a proper discussion can happen.

The Committee discussed burden shifting and the local officials' update that Dr. Hansman had provided. Mr. Kassaraba noted that there are some options that will not require an EA, for example 22L changes because it is a Categorical Exclusion (CATEX). Mr. Kassaraba stated that the goal should be to decrease hot spots without creating new ones.

Mr. Navarra had a question on a Block 1 Jet Blue flight house. Mr. Carlon noted that the South Shore must vote on it.

MPA Annual Current Expense Expenditure Budgets Review – RFI Update



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Mr. Romero provided members a copy of the draft Request for Information (RFI) for the annual budget review of Massport's Current Expense Expenditure Budgets Review. There was a discussion of restructuring the RFI. Mr. Navarra provided some recommended changes, and Mr. Romero stated he would provide those changes to the Executive Committee after they were incorporated. The amended RFI would be due by March 8, 2019. Mr. Romero noted that he anticipated sending out the RFI to four aviation firms and four other organizations such as the Collins Center at UMass Boston.

New Business – reserved for matters the Chair did not reasonably anticipate at the time of posting

### *Environment and Health (EH) Subcommittee Meeting*

Mr. Zamore reported that an agenda and date had been set for the next EH subcommittee meeting. It is scheduled for Monday, February 25 from 6:00 pm – 8:00 pm at the Logan Office Center [note: this meeting was cancelled due to lack of quorum and rescheduled for March 18, 2019]. The meeting was focused on Line of Sight communities and soundproofing.

### *Legislative Update*

Mr. Carlon noted that Congressman Lynch had filed a bill to conduct a study review of existing research to understand health impacts of overflights on residents. He and Mr. Romero had reached out to and are trying to meet with Congressman Lynch's staff. Mr. Zamore believed that Congressman Lynch's staff needed to be made aware of the existing World Health Organization (WHO) report on the matter.

He also noted that was another amendment submitted by Senator Timilty that would increase the Massport CAC's membership substantially. More information is needed to understand the reasoning behind the proposed increase.

At the end of last calendar year, the Enabling Act had been amended to add a new representative designated for the South End neighborhood in Boston. This officially increased the Massport CAC's membership to 41. This was different from previously proposed amendments because this added a new member for the City of Boston rather than requiring one of the existing positions come from the South End.

### Correspondence

None



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### Public Comment

Mr. Zamore raised an issue of a Somerville constituent complaint to let members know of an ongoing issue in case it came up in future. Massport was aware of the complainant as well.

### Adjournment

Motion to adjourn at 12:47 pm by Mr. Carlon, seconded by Mr. Navarra, approved unanimously.

Documents Associated with EC Meeting:

### Agenda

Draft 01-10-2019 Executive Committee Minutes

Draft Job Description – Temporary Part-Time Administrative Assistant

Draft Request for Information