



MASSACHUSETTS PORT AUTHORITY COMMUNITY ADVISORY COMMITTEE

EXECUTIVE COMMITTEE

FEBRUARY 11, 2020 AT 10:30 AM

10 Park Plaza, Boston, MA 02116 | State Transportation Building, Conference Room #3

Meeting Minutes

Present: Dave Carlon, Thomas Dougherty, Maura Zlody, Roseanne Bongiovanni, Wig Zamore

In Attendance: Jennifer Dopazo Gilbert, Counsel; Matthew Romero, Executive Director; Stephanie Ackley, Administrative Assistant; Anthony Gallagher, Massport

Absent: Jerry Falbo, Peter Navarra

Welcome to the State Transportation Building

Approval of Minutes of January 7th, 2020

A motion was made by Ms. Zlody to approve the minutes from the January 7th, 2020 Executive Committee Meeting. It was seconded by Mr. Dougherty and approved unanimously.

Report on Drone Activity and Impacts at Logan Airport – Jarret Wright, Deputy Directory of Corp Security & Emergency Preparedness

Mr. Jarret Wright discussed Drone Activity and Impacts with the Committee. His office provides oversight of everything at Massport, including State Police Troop F, Seaport, Fire Rescue, and Cyber Security. He provides guidance to the Massport CEO. He is a Navy Intelligence Officer, Boston College undergraduate with a Masters in Cybersecurity Policy, senior terrorism official at the National Counterterrorism Center, and NCIS in Washington DC.

Mr. Wright explained that drone security has kept his office busy. There are obvious risks posed by drone operations and Massport is working with the FAA and TSA on this issue. Unmanned Aircraft Systems (UAS), otherwise known as drones are categorized into one of two types: Part 139, Commercial Use, such as Amazon Delivery. Part 107, Recreational Use. The FAA regulates drones from 0.55lbs to 55lbs. Regulations occurred when the FAA declared that drones are aircraft, and by that jurisdiction that then causes regulations. Due to the current aircraft regulations, there is no allowance of counter-UAS technology allowed by law, since taking an aircraft down by force is considered hijacking. Urban Transportation Management (UTM) is being implemented. The FAA is in the pilot phase and Massport has requested to be part of this pilot. Mr. Wright explained that Gatwick Airport, in London, had a 30 hour period late last year, where nearby drone operations forced airport operations to stop. This had a major economic impact on the airport, and if something like that were to occur at Logan Airport it would cost tens of millions of dollars in losses.

The FAA has designated no-fly areas for the drones. The airport is considered controlled airspace, where no-fly is imposed, whereas ½ mile from the runway, you are able to fly no higher than 50 feet. The height allowed for drone operations increases at set increments, the further away the drone is operated from a controlled airspace, and up to 400 feet high at 5 miles from the center point.

Mr. Wright explained that the industry typically group drone operators violating federal regulations in 3 categories; Careless, Clueless, Criminal. Some people know the rules but don't follow them. Some people have no idea that the laws exist. Some people know it's wrong and intend to conduct harm. Massport and MassDOT had an outreach campaign late last year in order to spread the message about drone safety, and they used newspapers, social media and web advertisements to help spread the word. They also placed signage in parks. Massport's Chief Security Officer testified to Congress advocating for legislative fixes for preventative means, and they recommended to empower enforcement to be able to enforce the laws.

Mr. Zamore used an example of students at MIT who created drone-operated construction survey software, and was curious to know how they would be allowed to operate. Mr. Wright explained that they are able to obtain permissions for Low Altitude Approval Requests through LAANC. He added that drone operators have rules to follow, such as keeping within line of sight, register with the FAA, obey flight restrictions over stadiums and groups of people, never operating over an emergency, and no flying under the influence. Pilot testing and licensing will soon take place, and all drones built after 2021 will require an ID chip built in.



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Mr. Zamore pointed out that Logan Airports Airspace is complex, and was curious to know if there is an electronic map that professional drone operators would use. Mr. Wright explained that most drones come with software, and manufacturers will impose limits based on where the drone is geolocated, but there is no map that operators would use at this time.

Mr. Carlon asked if the FAA creates the fly-zone and if one could lobby to get it higher. Mr. Wright explained that yes, the FAA creates the fly-zone, and that one might be able to change this. He also pointed out that the FAA has a database for habitual offenders.

Mr. Romero asked if there are plans to restrict drones from being purchased by non-licensed buyers once the licensing is implemented, and Mr. Wright explained that 70% of the drone market is controlled by a Chinese company that manufactures them. They will have a registration process and he imagines that this would sync with the FAA process in some way. Mr. Romero asked what the useful life of a drone is, and if software is required, and Mr. Wright answered that a drones lifespan is similar to that of a laptop and that the drones a built with the software which includes the FAA mapping. He added that older drones do not have the technology to restrict.

Mr. Carlon asked how a drone is detected, and Mr. Wright explained that there is currently no surveillance and that the FAA hasn't deployed anything to detect drone operation. In most cases, local or state authorities are contacted when there is some type of disturbance.

Ms. Bongiovanni asked how people's privacy in their own homes is being protected, and Mr. Wright explained that the drones operating outside of someone's home is considered public space, and there is nothing that can prevent them from doing so. The only locations that have special regulations imposed are Federal facilities.

Mr. Wright ended his presentation by adding that any communities in need of signage can reach out to Massport, as there are graphics and presentations available.

Executive Director's Report

Future meeting schedule

Mr. Romero provided an update regarding the future meeting schedule. Staff has distributed a new calendar, which has been updated to reflect a change to the May 12th Executive Committee Meeting, which will now be held at City Hall. Mr. Romero pointed out that the meeting space has become a challenge to book with the transition to R. M. Bradley and their implementation of a new building management software system. He added that with the new software we are now prevented from booking more than 90-days in advance of our meetings, and that there is no preference for our group despite us being a state agency. Mr. Zamore suggested that we reach out to the DOT to discuss this issue. Mr. Gallagher suggested that Massport office space in Worcester would be available if needed for a future off-site Executive Committee meeting.

Report on Conferences

Mr. Romero updated the Committee on the conference he recently attended. He discussed the NTRB conference, that he attended several sessions on urban air mobility (UAM) and unmanned aerial systems (UAS), aka drones, and that they had mostly focused on positive uses and possibilities, and only one of the sessions discussed the negative impacts. He pointed out that only 3 federal agencies have the authority to counteract a drone, and that growth in legislation needs to happen in order to allow greater enforcement.

Ms. Zlody asked if Mr. Romero learned of anything regarding curbside pickup/drop-off at airports, and Mr. Romero discussed that from what he saw, Massport's rollout was great compared to other airports. He added that they did their homework and are continuing to tweak and change their drop-offs. Mr. Gallagher pointed out that someone who is eligible for curbside drop-off/pick-up may not be aware of the functionality in the application that they are using.

Mr. Carlon asked if there was any meaningful discussion on noise and air quality, and Mr. Romero replied saying that there were none, and this may be telling of the current state of noise and air quality.

Mr. Romero also added that he stayed at the NTRB conference to hear the International Approach to Environmental Regulation, and that he is looking forward to the UC Davis Conference at the end of this month.



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MPA Annual Current Expense Expenditure Budgets Review Update

Mr. Romero updated the Committee on the Current Expense Expenditure Budgets Review. The team from the Collins Center had sent questions to Massport at the end of November. Massport assembled a team to address these questions. As of last week, they received the responses from Massport. They also met with the team from the Collins Center for the official kick-off on Friday of last week. The team is developing a questionnaire for comparable airports, to obtain market incentive program details. They will have a follow up call on February 21st, 2020. They should be completed by April and ready to present at the June CAC meeting. Mr. Romero added that this is creating a framework for us to conduct this review, so that we are able to use similar formats in the future. This process is also new to Massport, so it is a good way to establish and streamline future reviews. Mr. Carlon added that there is some meaningful economic benefit and he believes that this will help tell that story. Mr. Gallagher thanked the Committee and is pleased with how well this has gone so far. Mr. Romero thanked Mr. Gallagher for facilitating a meeting with all of the parties involved.

Update on FAA-related Topics

Mr. Romero explained that he continues to have follow up calls with the FAA to ensure items are clear and being covered. He has just received responses from Ms. D'Alessandro and will review them. He has a call to review these items and to look ahead to the April meeting, and if any members have suggestions to please notify him. Mr. Carlon said that he would like feedback on the Environmental Assessment (2017 RNAV/Jet Blue Visual/4L/4R) workshops. Mr. Romero suggested that Mr. Dougherty had a prompt response on the EA and that the next steps would be establishing the two formal workshops in the impacted areas. He added that the FAA would like to hold a pre-workshop, as a predicate to the two public workshops. Mr. Carlon added that following the CAC meeting in January, the FAA had sent a draft proposal consisting of a 2-hour workshop after the CAC meeting, which would be open to the public, information only, and no public comment would be taken. Mr. Romero added that the Committee is wary to hold this after the CAC meeting since it runs the risk of making it look related to the CAC meeting. Mr. Carlon advocated for a public hearing, prior to the EA, for the communities that are impacted. Ms. Bongiovanni added that communities may not know what these are, or understand their importance. Ms. Zlody added that Mattapan has no stake in the CAC and will need to be educated. Mr. Dougherty has asked to reach out to local staffs. Ms. Zlody will talk to Neighborhood Services in Mattapan to help engage and communicate to them. Ms. Bongiovanni will look to see if there are any community groups. Mr. Carlon added that we need to package up the information and send it to local officials. He doesn't believe it is our position to advocate until a formal process is established correctly and feels that it is important to hold these meetings in the towns that are being impacted. It is our role to facilitate Massport and the FAA to ensure the public has the opportunity to engage with the FAA. Mr. Dougherty suggested that a pre-EA engagement session would be helpful so that members could ask questions to better understand. Mr. Carlon added that there may be an elected official briefing. Mr. Gallagher pointed out that this is still evolving and would want to help facilitate Beacon Hill's participation.

BU/MIT Study Meeting

Mr. Romero discussed meeting with Jon Levy, Kevin Lane and Junenette Peters last week at BU School of Public Health. He explained that Kevin Lane's work on Ultrafine Particles (UFPs) and air quality effects of overflights is not related to the FAA Reauthorization Act, but it is funded through the ASCENT program. The funding has run out, but Massport has been an advocate for them, and Mr. Leo has sent a letter to support this funding approval. There has been a delay with the approvals due to a change in their process. Mr. Romero would like to send a letter to support the fast-tracking of this funding. He also explained that then next phase of their work should be completed two years after their funding is released. This next phase will allow them to create a model to accurately ascribe UFPs to specific overflights. Once that is completed, they plan to identify the harmful effects of those specific UFPs on individuals. He added that there is good work to be done, but they are a long way from having definitive research and data to help develop public policy. Mr. Carlon stated that the presentation provided valuable research. He added that there is a disconnect between elected officials and how they are advocating for their constituents, and what they are advocating is doing a disservice to the research. There is a misconception that there is research that will show cause and effect leading to a solution. It will be many years before we see results that could lead to a policy change. Ms. Bongiovanni feels that it would be helpful to share this information to members and asked if they would attend a general meeting, to which Mr. Romero replied that he would invite Kevin Lane



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to the June CAC Meeting. Mr. Carlon added that he understands that it is important to educate membership, and that Kevin Lane would present for 30 minutes, and allow questions to follow.

Treasurer's Update

MCAC Capitalization Policy

Mr. Dougherty explained to the Committee that there is currently no Capitalization Policy for the MCAC and believes we should follow the IRS guidelines for small businesses using a \$2,500 limit. Staff will work with AAFCPA to create this policy. Ms. Zlody made a motion to enact a \$2,500 Capitalization Policy for the MCAC, which was seconded by Ms. Bongiovanni, and passed unanimously.

Noise Insulation Update – Massport CAC Counsel

Mr. Carlon provided an update to the Committee regarding Noise Insulation. Several weeks back, there was a meeting on Beacon Hill where there was a consensus in the desire to have Massport take a position on sound insulation and re-insulation. Mr. Gallagher said that in 2009 Massport looked into this request, and at that time they requested approval for funding by the FAA. The FAA asked for research to back the requests, and they decided on the one-time only policy for insulation. Massport wants to keep abutters comfortable and to find a mechanism to make that happen. Congresswoman Clark has been pushing hard on this. Counsel suggested that MCAC send a letter to Congresswoman Clark as follow up, and include the opinions and correspondence with Mr. Doucette. Ms. Bongiovanni added that she feels conflicted to fix homes for a second time before an un-insulated home just outside the contour gets treated.

MCAC Subcommittees Update

Mr. Romero discussed the status of the subcommittees and that Mr. Zamore has provided topics for training sessions. He added that staff is waiting on the Aviation Subcommittee Chair's availability, and will then move forward with scheduling. Mr. Zamore asked if the possibility of alternate members to the subcommittees would be a way to help reach quorum, and Mr. Romero suggested that staff will look into whether this is possible.

Update from Massport

Real-Time Noise Monitoring Motion Update/additional noise monitor motion

Mr. Gallagher informed the Committee that Frank Iacovino may be at the March Executive Committee Meeting in order to provide expertise on the subject. He added that the additional noise monitor motion the Committee proposed will be difficult to do.

Runway Use Report Excel Data Motion Update

Mr. Gallagher explained that the data was posted online yesterday, and that if there are additional needs or if this is missing the mark to please let him know.

HMMH Benchmarking Report Information Request Update

Mr. Gallagher made clear that the report is completed, and that when looking for specific responses, individual airports were done with confidentiality. He is able to get Massport's specific answers.

Fly Quiet Report Update

Mr. Gallagher discussed the Fly Quiet Report, and that all cosmetic updates would be done. He expects that the next draft will be available in a few weeks, and would like to have a meeting to review this in early March. It is on track to unveil this report for April. Mr. Carlon added that he wants to be pragmatic and get the report published for feedback by elected and



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the public. Ms. Zlody suggested to Mr. Carlon that he inform Mr. Dormitzer of the updated plan, schedule, and format of the Fly Quiet report. Mr. Carlon added that there were many components in the Aviation Subcommittee's suggestions that were not doable for the first iteration.

RNAV Study Update

Mr. Gallagher provided an update regarding the RNAV Study. Massport has shared the data on this. Mr. Carlon added that the FAA told the Committee that the design of R33 Arrivals would change. They have indicated that they want to modify R15 departures over water. Mr. Romero sent a letter to Massport to request items that are outstanding to be addressed and have an FAA staffer available to participate in meetings. Ms. Zlody will provide Mr. Romero with contact information for Neighborhood Services for impacted areas.

Cape Air Seaplane Update

Mr. Romero provided the Committee with an update regarding the Cape Air Seaplanes, and that despite efforts, he too has been unable to reach Mr. Bonney. Ms. Zlody reported that they intend to land in South Boston and taxi to Long Wharf.

Consulting Services for Development of Executive Director Annual Performance

An update regarding consulting services for the Development of Executive Director Annual Performance Review was provided by Counsel. She has obtained a reasonable proposal from Bernard Lynch, a consultant who assisted in both creating the job description for and hiring the Executive Director. She proposed a motion to authorize counsel to engage Bernard Lynch of Community Paradigm Associates as a sub-consultant to provide professional services to the Executive Committee relative to the Executive Director performance review as outlined in the proposal dated January 7, 2019 at the hourly rate of \$150.00 with 2 changes to the proposal: correct the date to January 7, 2020 and increase the not to exceed amount from \$2,500 to \$4,000. Ms. Bongiovanni seconded the motion, and it was passed unanimously.

New Business

None

Correspondence

None

Public Comment

None

Adjournment

The meeting was adjourned at 12:48pm.

Documents Associated with this Meeting:

Agenda

Draft Minutes from 1/7/2020 Executive Committee Meeting

Drone Presentation Handout