



# Update to the Massport CAC General Meeting

January 10, 2019

# Massport Update

1. HMMH Study of Fly Quiet programs and Noise Reporting (15 minutes)
2. EPA Grant to Replace Diesel Equipment at Logan Airport (10 minutes)
3. RNAV Study Process Update (10 minutes)

# HMMH Study of Fly Quiet

# **EPA Grant to Replace Diesel Equipment at Logan Airport**

# Massport Has Extensive Sustainability and Resiliency Programs

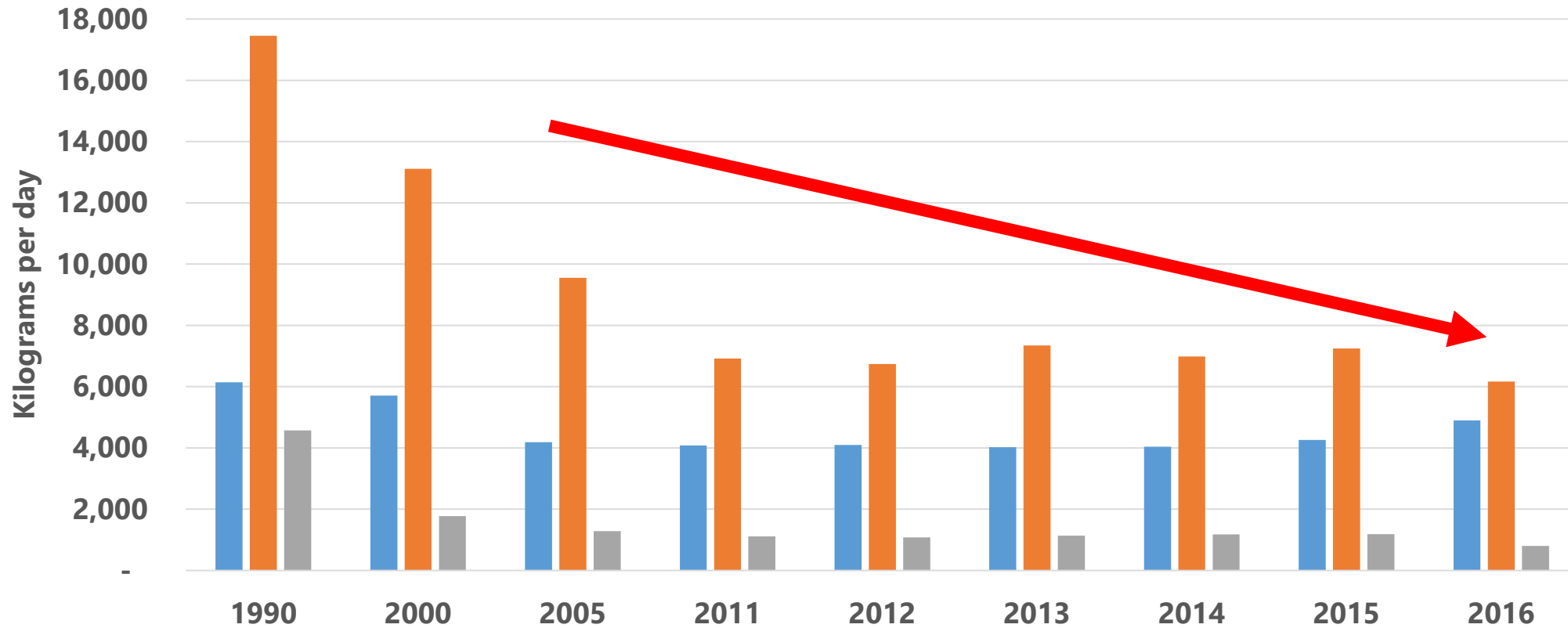
- Massport is focused on a holistic approach – ensuring Economic viability, Operational efficiency, Natural resources conservation, and Social responsibility
- Massport released its 2nd *Sustainable Massport Report* in April 2018, which provides a progress summary of sustainability efforts at Logan Airport
- Extensive Massport-wide Resiliency Goals
  - Vulnerability Assessment for key facilities
  - Floodproofing Measures
  - Assessing next steps



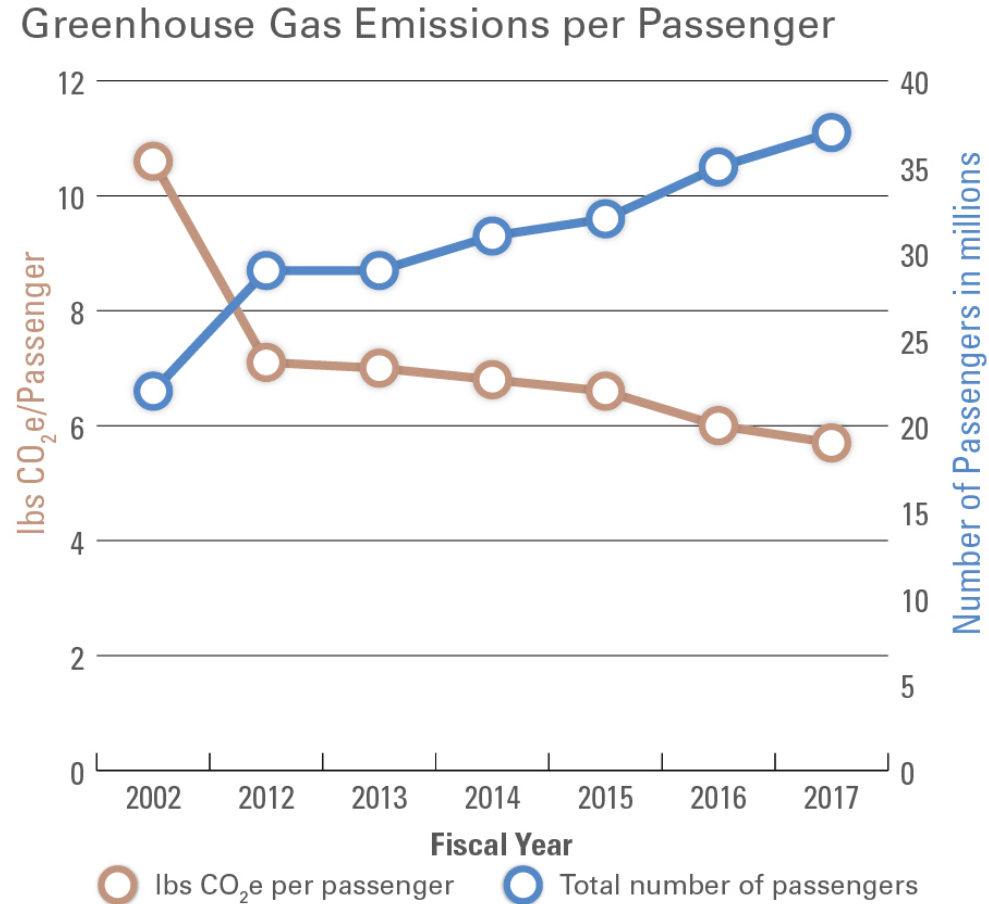
# Long Range Trend of Reduced Emissions

Emission Levels at Logan Airport (kg/day)

■ NOx ■ CO ■ VOC



# Greenhouse Gas Emissions per Passenger



# Massport has committed to 100% GSE conversion (where commercially available) by end of 2027

- EPA Awards \$541,000 to Massport to Replace Diesel Equipment at Boston Logan Airport
- EPA grant will implement Massport project aimed at **reducing emissions** from the nation's existing fleet of older diesel engines – will reduce diesel emissions at the region's largest airport, **providing cleaner air, improve air quality and protect people's health**

- Grant will be utilized in conjunction with an FAA VALE grant Massport received this fall to install eGSE (electric ground service equipment) charging stations
- American Airlines has pledged to replace 115 pieces of existing GSE and eGSE over the next few years.



# **RNAV Study Process Update**

# Massport/FAA MOU Process Timeline

(Preliminary/Subject to Change, update Jan 2019)

- Block 1

- MCAC/Public Meeting Feb 2017
- Briefed MCAC Aviation Subcommittee May 2017
- Briefed MCAC Aviation Subcommittee Sep 2017
- MIT Technical Feasibility/Noise Analysis Oct 2017
- MCAC/Public Meeting Block 1 and update on Block 2 Nov 2017
- MCAC Block 1 Final Recommendations Dec 2017
- MPA Block 1 Recommendation to FAA Dec 2017
- FAA internal review (safety, efficiency, NEPA) Spring/Summer 2018, Ongoing
- FAA brief to MCAC on Block 1 status October 2018
- FAA Implementation Process Ongoing

- Block 2

- MCAC/Public Meeting Feb. 2017
- Briefed MCAC Aviation Subcommittee May 2017
- Briefed MCAC Aviation Subcommittee Sept 2017
- Technical Review (procedure and noise analysis) Jun 2017- Ongoing
- Brief MCAC (Full and Aviation Subcommittee) Mar 2018- Ongoing
- Brief full MCAC on Block 2 update by MIT October 2018
- Brief federal and state elected by MIT on Block 2 Nov/Dec 2018
- MIT Technical Feasibility/Noise Analysis Ongoing
- MCAC/Public Meeting(s) on Block 2 TBD
- MCAC Block 2 Final Recommendations TBD
- MPA Recommendation to FAA TBD
- FAA internal review (safety, efficiency, NEPA) TBD
- FAA implementation (may include extensive NEPA process) TBD