MASSACHUSETTS PORT AUTHORITY COMMUNITY ADVISORY COMMITTEE

**Aviation Operations Subcommittee**

Minutes of the meeting held on November 2, 2016 at 3:00 P.M.

Braintree Thayer Public Library

798 Washington St., Braintree, MA

**Attendees:** Ralph Dormitzer, Chair; Gary Banks; Frank Ciano; Jerry Falbo, Charles Gessner; Myron Kassaraba; Frank Tramontozzi; Dave Carlon, Massport CAC Chair.

Also Massport Executives, Flavio Leo and Jose Masso, Massport Advisor, Declan Boland, Massport CAC Member Cindy Christiansen and Sandra Kunz and guests, Tom Dougherty and Andy Schmidt.

The meeting was called to order at 3:00 P.M. there being a quorum of the Aviation Operations Subcommittee.

**1.** **Moved** by Jerry Falbo and seconded that the minutes of the Aviation Operations Subcommittee of September 21, 2016 be approved.

**Approved Unanimously**

**2.** **Comment Period**

Andy Schmidt from Milton commented on aircraft noise resulting from the implementation of the FAA’s NextGen program. Also distributed a detailed written critique of Nextgen entitled “Why is NextGen so Noisy” written by Mark Shull of Palo Alto, CA. Tom Dougherty asked if the Aviation Operations Committee would be discussing proposals by the Town of Milton for changes to arrivals on runways 4 L/R. Chair, Ralph Dormitzer consented to the participation by Massport CAC member Cindy Christiansen in the agenda topics re: aircraft noise reduction initiatives.

**3.** **Moved** by Jerry Falbo and seconded that the Aviation Operations Subcommittee recommend to the Massport CAC Executive Committee and the MCAC support the following: that Massachusetts Port Authority CEO, Tom Glynn require that all airlines flying Airbus A320 aircraft operating at Logan International Airport install the noise suppressor known as the “Vortex Generator” and that the Massachusetts Port Authority Board of Directors also advocate same with the FAA and our legislative representatives.

**Approved Unanimously**

**4.** **Moved** by Charles Gessner and seconded that the Aviation Operations Subcommittee recommend to the Massport CAC Executive Committee and the MCAC support the following: that the Massachusetts Port Authority CEO Tom Glynn implement a noise based landing fee as follows:

**WHEREAS** Massport has the authority to pioneer a new 21st Century Noise Based Landing Fee (NBLF) as authorized by FAA legislation in Chapter 18. Airport Rates and Charges in accordance with 49 Code of Federal Regulations (CFR) Part 16; and

**WHEREAS** a NBLF would be “Fair and Reasonable” and “Not Discriminatory” as defined in Sections 18.5 and 18.8, and Federal law does not require a single rate-setting approach; and

**WHEREAS** Massport’s mission includes “a commitment to our neighboring communities”; and

**WHEREAS** Logan Airport is surrounded on three sides by communities with residential and commercial property and serves the Greater Boston statistical area with over 4.7 million residents; and

**WHEREAS** Massport would be acknowledging that the health and welfare of these citizens is an important factor in the operation of Logan Airport; and

**WHEREAS** Logan Airport is defined as an endpoint airport as opposed to a hub in the airline route system, a Noise Based Landing Fee would provide an economic incentive for airline schedulers to plan the frequent use of their newest and quietest equipment to Logan Airport; and

**WHEREAS** the difference between the noise levels of the newest planes and older equipment – even the same model – is enormous (up to a 50% reduction on some models); and

**WHEREAS** Massport can acquire noise certification data for each and every aircraft type manufactured by Airbus, Boeing, Embraer, etc. (the data is a part of the certification process, including engine type); and

**WHEREAS** Massport has made extensive investments to protect close in communities from sideline noise, the NBLF be based on Approach and Take Off noise measurements only and include a seat component;

**NOW THEREFORE** the Massport CAC requests Massport to study the difference in charges a 21st Century NBLF would make on airline operations into Logan Airport and report back to the MCAC with a matrix comparing on a percentage basis current weight based landing fees to the proposed noise based landing fee. The MCAC requests this report be prepared over the next six months.

**Approved Unanimously**

**5**.  Moved by Myron Kassaraba  and seconded that the Aviation Operations Subcommittee recommend to the Massport CAC Executive Committee and the MCAC support the following: that the Massachusetts Port Authority CEO, Tom Glynn and the Board of Directors consider the adoption of a Fly Quiet Program similar to that at San Francisco International Airport or Chicago's O’Hare Airport that seeks to encourage individual airlines to operate a quietly as possible at Logan International Airport.  FlyQuiet programs can have multiple elements and are customized for each situation but they share quarterly reporting on aviation operations that includes noise monitoring and scoring of individual flights and airlines based on the noise of their fleets. Those scores or ratings are communicated in a clear, understandable format on a scale of 0-10, zero being poor and ten being good the performance of airlines in achieving fly quiet performance allowing an easy comparison between airlines.  Other elements of a FlyQuiet Program can include reporting on hours of operation, frequency of use of specific runways.

**Approved Unanimously**

**6.** Flavio Leo and Jose Masso discussed the Memorandum of Understanding between Massport and the FAA. “The MOU outlines actions the Authority and the FAA intend to undertake in seeking reductions to overflight noise impacts of aircraft operations at Boston Logan International Airport (BOS) that result from the FAA’s implementation of NexGen precision-based navigation (PBN) procedures including RNAV. The Authority and the FAA will cooperate in analyzing opportunities for noise reduction through changes or amendments to PBN procedures. Such cooperation could include analyzing the feasibility, the benefits and impacts, testing (as deemed necessary by the FAA), developing an implementation plan (including environmental analysis), and coordinating community outreach.”

The Subcommittee’s discussion following the presentation raised concerns related to the engagement of MIT and HMMH in the analysis since both participants are otherwise funded by Massport in support of other ongoing programs at Massport, presenting potential conflicts of interest with respect to independence. Several members of the Subcommittee also commented on the lack of direct involvement by affected communities in the development and implementation of the recommendations arising from the MOU.

**7.** **Moved** by Ralph Dormitzer and seconded that the Aviation Operations Subcommittee recommend to the Massport CAC Executive Committee and the MCAC support the following: that the Massachusetts Port Authority Board of Directors require Massport and the FAA to include members of affected communities in the MOU process including but not limited to analysis of opportunities for noise reduction and the potential changes or amendments to PBN procedures resulting from the MOU.

**Approved Unanimously**

**8. Moved** by Ralph Dormitzer and seconded that the Aviation Operations Sub-Committee is supportive of the Memorandum of Understanding (MOU) between the Federal Aviation Administration and the Massachusetts Port Authority to reduce noise impacts as a result of the implementation of Next Gen navigation procedures and RNAV.

**Approved Unanimously**

**9. Moved** by Ralph Dormitzer and seconded that the Aviation Operations Subcommittee recommend to the Massport CAC Executive Committee and the MCAC support the following: a demand that the FAA and Massport comply with the Phase 1 Record of Decision of October 2007 (ROD) particularly regarding RNAV departure procedures from, for example, runways 9, 22L and 15 and second, commit to correct the Letter of Agreement between Boston Air Route Traffic Control Center (ARTCC) and Boston Consolidated Terminal Radar Approach Control (TRACON) of December 15, 2011 that ceded control of TRACON airspace to ARTCC that is out of compliance with FAA regulations and with the agreed commitments in the ROD.

**Approved Unanimously**

**10.** Whereas that not now nor has there been in the past any person in the FAA or Massport who has as his or her sole responsibility the authority to mandate reduction of noise impacts of aircraft operating out of Logan Airport and,

Whereas the Aviation Operations Sub-Committee is mindful of the multiple failure of previous agreements to produce any meaningful reduction in environmental or noise impacts of aircraft operating out of Logan International Airport. The Aviation Operations Sub-Committee moves the following:

**Moved** by Ralph Dormitzer and seconded that the Aviation Operations Subcommittee recommend to the Massport CAC Executive Committee and the MCAC support the following: that a person from each of Massport and the FAA be appointed with the responsibility of reducing environmental and noise impacts of aircraft operating out of Logan International Airport and that such person or persons have authority to require compliance with existing agreements, records of decision and applicable laws regarding environmental impacts, that each report to, respectively, the CEO of the Massachusetts Port Authority and the FAA’s Manager Airspace and Procedures, Eastern Terminal Service, Federal Aviation Administration, and that such persons have no other conflicting responsibilities.

**Approved Unanimously**

**11.** Next meeting of the Aircraft and Airports Operations Subcommittee – TBD

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**12.** Motion to adjourn moved by Frank Tramontozzi and seconded.

**Approved Unanimously.**

Adjourn, November 2, 2016, 5:30 pm.