



## MASSACHUSETTS PORT AUTHORITY COMMUNITY ADVISORY COMMITTEE

EXECUTIVE COMMITTEE

JUNE 9<sup>TH</sup>, 2020 AT 10:30PM

Virtual Meeting Hosted – Zoom by RingCentral

### Meeting Minutes

Present: Dave Carlon, Jerry Falbo, Thomas Dougherty, Maura Zlody, Peter Navarra, Wig Zamore

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

Absent: Roseann Bongiovanni

### Welcome to the Virtual Meeting

The meeting was called to order by the Chair at 10:37am. An official roll call for attendance was taken.

### Approval of Minutes of March 10<sup>th</sup>, 2020

A motion was made by Mr. Navarra to approve the minutes from the May 14th, 2020 Executive Committee Meeting. It was seconded by Mr. Zamore and approved unanimously by rollcall vote.

### Executive Director's Report

Mr. Romero explained that the June General meeting agenda has been posted, adding that this meeting will be hosted virtually given the ongoing COVID-19 situation. Staff has been working to prepare this meeting and has asked that if any members have questions for the FAA or Massport, to send them to staff in advance of the meeting. Mr. Carlon added that there are 31 members that have confirmed attendance for the General meeting, which may cause things to run on a bit longer than normal, given the need for roll call votes and member participation. If there are ways the Committee can be more nimble during the meeting it would be appreciated.

Mr. Romero also discussed the South-Central Florida Metroplex Virtual Workshops hosted by the FAA. He and Mr. Dougherty participated specifically in the Tampa Area workshop. Mr. Dougherty added that overall they did a good job in handling the technical aspects of making presentations. His concern specifically with the 4L Environmental Assessment is that there will be no in person meetings despite people's inability to access public libraries or other internet options during the ongoing COVID-19 situation. He added that there were also 6 pre-meetings in the Florida Workshops, but that the Boston area has not been presented the same opportunity. Lastly, he pointed out that when residents asked questions about noise impacts during the workshops, the responses to many of the questions was simply "it's always DNL", without more explanation as to what DNL is. He is concerned that if residents don't know much about the measurement modality of DNL, and the fact that it is model based, they aren't properly informed.

Mr. Romero added that the links to future South-Central Metroplex workshops has been sent to members, and he encourages everyone to participate so that they can understand the format the FAA plans to use. Ms. Zlody said she participated in the Orlando meeting, explaining that they did a good job with the presentation, but it lacked substance and further explanation when discussing the public's questions and concerns. She added that Orlando has a nighttime noise procedure and was curious if Boston has them. Mr. Carlon explained that Logan Airport does have nighttime noise procedures, but they are not hard and fast. He asked Mr. Romero to take a closer look as to who is actually participating in these workshops, so that the Committee can get a better understanding as to who might be participating in the Boston workshops once that time comes. He also asked that Mr. Romero find out how the FAA socializes these workshops, when they start advertising, and the methods or platforms they use to reach impacted public. Also, he would like to know how the FAA publishes and publicizes the completed Environmental Assessment, not only with the Logan Airport community, but the communities that are impacted, and that they allow a reasonable amount of time for these communities to digest the information. He believes it is incumbent on the CAC to continue the advocacy of face-to-face meetings, specifically in the impacted districts. Mr. Dougherty added that the EA draft was published on May 11<sup>th</sup>, and the meetings started two weeks after that. The EA publication is lengthy, and there are appendices that make it longer, therefore making these EAs a lot to digest. There is very little information as to how people are made aware of the draft version, and then the public is expected to meet two weeks later to discuss what was drafted. Mr. Carlon added that he has not yet seen a draft version of the EA. Mr. Romero said he will follow up with the FAA to determine which firm is writing the document, so that they can compare it to whomever is creating the Florida documents. He also pointed out that the FAA did a good job of walking through the tools that are available such as the interactive maps, but he suggested that the public should have had access



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to these tools prior to the workshop, so they could be more familiar with what they were representing. We want to advocate for these tools to be available for our workshops.

Mr. Navarra stated that as these virtual workshops become part of the FAA's routine, we might expect participants that are not from our area participating. Mr. Carlon suggests that we check with the FAA to see if we can get a more accurate read as to who is participating from impacted communities. Mr. Dougherty added that when he participated in the Florida Workshop, he had to register with his address information. Mr. Navarra asked if this pre-registration feature would be something available to our workshops, and Mr. Romero said he would look into this, but he knows that based on our current system that the CAC would not be able to have this feature.

### Treasurer's Update

#### *Revised FY20 Year-End Projections*

Mr. Dougherty reminded everyone that the funding is dispersed quarterly based on requests made to Massport, with the full year funding eligibility established by the Enabling Act. The Q4 funding request to Massport was reduced from \$104,500, approved by the Executive Committee in March, to \$75,000 considering the COVID-19 situation and reduced activity and revenue at Massport. He explained what was presented at the March meeting, and how the planned expenses have changed because of the pandemic.

#### *Budget Transfer Motions*

Under advisement with AAFCPA (CAC's Accountant) there were some reclassifications, sub-categories created, and several amendments made to the budget because of this. Mr. Romero mentioned that he will work with Counsel to streamline some of these processes, and draft language to delegate authority for transfers below a certain amount to the Executive Director. Mr. Navarra made an omnibus motion to approve, and Mr. Zamore seconded. It was approved unanimously by roll call vote.

#### *Draft FY21 Budget*

Mr. Dougherty then presented the proposed FY21 Budget and explained that there are two portions to the presentation: the FY21 Budget and the COVID-19 Budget. He explained the differences between the two versions, and why these versions are broken out the way they are. Some costs are being diverted to the end of FY21, and others are cut completely. Mr. Romero added that the Chairman's intent in having the lower quarters at the beginning of FY21, and then ramp up to more normal business is under the stipulation that things do improve. A motion to approve the budget was made by Ms. Zlody, and seconded by Mr. Navarra. Mr. Zamore added that some clarification to the "Consultant" line item should be made at the General Meeting, as he feels this is something that could continue despite the COVID-19 situation. Mr. Romero replied that the contract was specifically looking at the airline marketing incentive fees, and they have spent a significant amount of hours to date which is why we are spending \$10,000 in the current fiscal year to pay them for those hours. They have agreed to put the project on hold since they would not be able to successfully gather the specific information needed to continue their research. The motion was approved unanimously by roll call vote.

### Update from Massport

#### *RNAV Study*

Mr. Gallagher provided an update on the RNAV Study, explaining that the working group met recently and there is still work to be done. He asked the committee for feedback on how to proceed with Block 2 items, specifically regarding scheduling and what other information he might be able to obtain for the CAC in order to best serve members. Mr. Carlon explained that he understood that the Block 1 analysis that has been done and that the Block 2 33L departures will be presented by the FAA at the upcoming CAC meeting. They indicated that they would take 30 to 90 days to provide a preview feasibility assessment of the options presented by Dr. Hansman. Mr. Gallagher agreed with Mr. Carlon's understanding. He also believes that the 90 days seems problematic, and that Massport has conveyed this to the FAA, along with Dr. Hansman, and the CAC. Mr. Carlon added that after discussing with Dr. Hansman, Flavio Leo and Mr. Gallagher, that the community block meetings seemed to go well, but the FAA was present, but their lack of active participation was a bit concerning. He added that the Committee will be moving forward with the next block of meetings for the 4R group. Mr. Romero explained that he is working with Mr. Gallagher and taking what they have earned from the first meetings and growing off that for the next group of meetings. His next steps are to identify the members who will need to be present and ensure that Dr. Hansman's latest information is available. He is also starting to create lists for the other branches for future meetings. Mr. Gallagher added that it is key from Massport's perspective to be as inclusive as possible, and to have the right message for each group. Mr. Falbo asked if Salem will be included in the conversation for the 22 Arrivals, and Mr. Romero said yes, and that



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all the goal is to have representatives from each community to run point for their community, and we will also reach out to state and local elected officials to ensure that they are informed. Mr. Gallagher said that he is optimistic that the ability for virtual meetings may be helpful in drawing in and including more communities. Mr. Zamore said that Dr. Hansman has done a great job, and our new Regional FAA Director has also had a great attitude. Mr. Zamore pointed out that the population impact is greatest for the 33L departures compared to all other runways at Logan Airport referencing the cumulative impacts of local pollution on the ultra-fine particles and other particulates in Middlesex County and its impact upon the residents. Mr. Gallagher thanked Mr. Zamore for his wealth of knowledge. Mr. Carlon added that the study and review on the Runway 15R Departures has been completed and that it has been posted on our website, circulated to members, and also provided to many elected officials. The latest review from Dr. Hansman shows that there is very little impact. The next step is for South Shore community leaders to review this information and weigh in. Mr. Carlon has reached out to Town Managers and the State Representatives from these impacted communities but has not heard back from anyone.

### *Fly Quiet Report*

Mr. Gallagher provided an update on the Fly Quiet Report. He explained that despite the downturn experienced at Logan Airport and across the globe, the Fly Quiet Report had been drafted. They had intended to have HMMH present the report so that publication could proceed back in April, which was delayed due to COVID-19. The current draft, which included many of the committees requested edits, is able to be shared as a draft soon. He encouraged the CAC to determine how they would like to share this document. Mr. Carlon suggested that Massport publish the report as a final version, adding that you cannot iterate on this report if it does not exist. Mr. Romero added that once this version is published, we will continue be able to make suggestions for future iterations. Mr. Carlon reiterated that this is a Massport report that the CAC requested. Massport owns it. The CAC gave specific models of similar reports as an example. He added that the Fly Quiet Report is also to be used to identify opportunities for mitigation and work towards them. Those opportunities for mitigation are not just for the CAC members, but elected officials and members of the public would be encouraged to use this report as well.

### Annual Performance Review for Executive Director Update

Mr. Carlon explained that Bernard Lynch has completed his review of the Executive Director and will be reviewing this report with him in the next week. Once they discuss the report, it will be circulated to the Executive Committee, and Executive Session will be held for review.

### New Business

Mr. Carlon explained that while reviewing the Runway 33L Arrivals analysis, what aircraft may or may not be equipped with RNP, and specifically who are the offenders. Cathay Pacific is an offender. We could use the Fly Quiet Report to validate the offenders, and then advocate for modifications. Mr. Falbo asked the status of questions that were prepared for the FAA in advance of the upcoming General Meeting. Mr. Romero explained that these questions have been provided to the FAA.

### Correspondence

None

### Adjournment

A motion to adjourn was made by Mr. Zamore, seconded by Mr. Navarra, and approved unanimously by roll call vote. The meeting was adjourned.

### Documents Associated with this Meeting:

Agenda  
Draft Minutes from 5/14/2020 Executive Committee Meeting  
Draft FY21 Proposed Budget  
Budget Transfer Motions  
FY20 Projections