



MASSACHUSETTS PORT AUTHORITY COMMUNITY ADVISORY COMMITTEE

MCAC ANNUAL MEETING MINUTES

NOVEMBER 4TH, 2020 AT 4:00PM

RingCentral Virtual Meeting

Meeting Minutes

| Members Attending | | Members Absent | |
|--------------------------|---------------------|-----------------------|------------------|
| Arlington | Frank Ciano | Brookline | Heather Hamilton |
| Bedford | Heidi Porter | Concord | Vacant |
| Belmont | Myron Kassaraba | Everett | Vacant |
| Beverly | Gloria Bouillon | Lexington | Vacant |
| Boston 1 – East Boston | John Nucci | Lincoln | Vacant |
| Boston 2 – South Boston | Dave Manning | Melrose | Peter Navarra |
| Boston 3 – Fenway | Maura Zlody | Randolph | Gerard Cody |
| Boston 4 – Roxbury | Joanne Keith | Revere | James Mercurio |
| Boston 5 – Hyde Park | Irene Walczak | Scituate | Vacant |
| Boston 6 – Roslindale | Alan Wright | Watertown | Vacant |
| Boston 7 – South End | Steven Fox | Worcester | Vacant |
| Braintree | Sandra Kunz | | |
| Cambridge | Bill Deignan | | |
| Canton | Jim Aufiero | | |
| Chelsea | Roseann Bongiovanni | | |
| Cohasset | Ralph Dormitzer | | |
| Hingham | Brendan Concannon | | |
| Hull | David Carlon | | |
| Lynn | William Bochnak | | |
| Malden | Christopher Webb | | |
| Marblehead | Charles Gessner | | |
| Medford | Peter Houk | | |
| Milton | Tom Dougherty | | |
| Nahant | Robert D’Amico | | |
| Quincy | Frank Tramontozzi | | |
| Salem | William Legault | | |
| Somerville | Wig Zamore | | |
| Swampscott | Alice Stein | | |
| Weymouth | Gene Castignetti | | |
| Winthrop | Jerry Falbo | | |

| Other Attendees: | |
|---|---|
| Jennifer Dopazo Gilbert, MCAC Counsel | Stephanie Ackley, MCAC Executive Assistant |
| Anthony Gallagher, Massport | Flavio Leo, Massport |
| Thomas Butler, Massport | Ken Knopp, Deputy Regional Administrator, FAA |
| Colleen D’Alessandro, Regional Administrator, FAA | Reggie Davis, Regional Ombudsman, FAA |
| Raul Zamora, CWT Wake Turbulence Lead, FAA | Ayaz Kagzi, Trajectory Based Operational Group Integration Manager, FAA |
| Emerson Collin, FAA | Juan Narvid, Airspace Modernization Manager, FAA |
| Richard Doucette, NE Environmental Program, FAA | Wendy O’Connor, Trajectory Based Op Integration Manager, FAA |

Attendance Roll Call

The meeting commenced at 4:10 PM, and attendance was taken by roll call.



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Welcome & Introduction

The Chair welcomed all participants to the virtual meeting and briefly discussed the agenda. He also welcomed the two newest members to the CAC – Alice Stein of Swampscott and Brendan Concannon of Hingham.

Vote to Approve Minutes from June 11th, 2020 CAC Meeting

A motion to approve the minutes was made by Mr. D'Amico and seconded by Mr. Manning. The motion passed unanimously by roll call vote.

MCAC Massport Board Member Update

Mr. Nucci provided an update to the committee regarding the impacts on revenue at Massport. There will be difficult decisions to be made soon. The Board also anticipates a longer recovery, and revenue is down 80%. The budget process was difficult and uncertain due to the ongoing pandemic. Passenger levels that haven't been as low since the 70's. The Board is trying to come up with options to face this financial challenge, including administrative changes, job reductions and cut-backs across the board.

Logan Airport is currently providing testing at Terminal E. Mr. Gallagher explained that testing is offered at the arrivals section of Terminal E. Three varieties of tests are available for all passengers.

Chairman Update

FY20 Review

Mr. Carlon briefly explained that when the year ended, there were aspirations to complete the Block 2 RNAV Study. Due to the pandemic, this has slowed the process down. The Fly Quiet Report has been published, and he hopes this report will be updated in the future. The sound insulation program is complete from the MCAC perspective, and it now sits with the congressional delegation to actively pursue modifications to the legislation in Washington to enable moving forward with reinsulating of current homes. There was a goal to communicate with other bodies locally and nationally, and this has slowed due to Mr. Romero's departure. Mr. Romero has left the MCAC and returned to the MWRA. He served the committee for 2 years, did an excellent job getting the organization up and running. Mr. Carlon thanked Mr. Romero for his work. The Annual Report has not happened due to the pandemic, and Mr. Romero's departure. The Budget Review of Massport's Revenue had stalled but is now up and running again. We hope to hear from the Collins Center before the end of the month. The Fly Quiet Program has not begun, and we have not addressed the desire to address the growth impacts.

FY21 Goals and Objectives

The Executive Committee has created a Search Committee for the Executive Director Position, and we have hired Community Paradigm to assist in the hiring process. Community Paradigm will also help the committee develop goals and objectives. The Executive Committee has also reached out to Massport for information on their community programs and funding to better understand what they contribute and compare it with other airports.

Future Meeting Schedule

Mr. Carlon explained that we have 4 quarterly meetings, and we will revisit this idea to see if members would like to meet more frequently.

Treasurer Report

FY20 Year-End Report Update and FY21 MCAC Budget Update and Projections

Mr. Dougherty provided an update to the Committee. The FY20 Compilation Report has been completed by AAFCPA. FY21 Spending totaled \$73.6 Thousand and the FY21 Q2 Deposit in the amount of \$75 Thousand from Massport was received. Legal has been over-budget by \$8,103 due to additional hours needed for work associated with Community Paradigm Associates (Executive Director Search and FY21 Goals). Administrative Services has been over-budget by \$3,875 due to additional coverage in the transition and absence of the Executive Director. There is an expected surplus in the previous budget for Q2 in the total amount of \$28,484 due to the departure of the Executive Director. There could be approximately \$12,500 in total expected surplus versus budget for FY21 Q2. There will also be additional savings (Payroll Taxes, Subscriptions, Insurance, Payroll Administration) associated with the Executive Directors departure, but those numbers have yet to be determined at this time. Most other line items are in line with the budget



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or under budget. Mr. Ciano presented a motion to the floor to recommend the Executive Committee consider a bonus or increasing the salary of Ms. Ackley during the period that she is covering duties for the Executive Director. Mr. Carlon thanked Mr. Ciano, dually noted. Mr. Aufiero seconded the motion and was passed unanimously by roll call vote.

Annual Election of Officers and Executive Committee

Mr. Carlon explained that our Enabling Act requires us to conduct an election of officers at our first meeting of the year. He had presented a slate of candidates: Jerry Falbo, Vice Chair; Thomas Dougherty, Treasurer; Maura Zlody, Secretary; Wig Zamore, Member At-Large; Roseanne Bongiovanni, Member At-Large; Alan Wright, Member At-Large. There were no additional nominations made from the floor. Mr. Tramontozzi moved to set the slate as presented. Mr. Dougherty Seconded the motion and added that Mr. Carlon's dedication and commitment is beyond impressive. Mr. Dougherty nominated Mr. Carlon as Chair, seconded by Mr. Wright. The motion passed unanimously by roll call vote. Mr. Carlon thanked everyone for their support. He also indicated that this will be his last year of serving.

Block 1 Discussion

BOS RWY 15R Departure SIDs and BOS RWY 33L Approach(s) RNAV or RNP Standalone

Mr. Carlon explained that a few years back the Committee voted to support two Block 1 initiatives that were requested to be put into the DOT41 process that was supported by Massport. Through that process there were revisions made and presented in January of 2020, but due to the pandemic and addition requests for analysis it has takes quiet some time for elected officials of Hull, Hingham and Cohasset to take action. He thanked all local elected officials that assisted with this push, as well as

Mr. Dormitzer for working with Cohasset's Town Manager. Mr. Carlon presented a motion for the Massport CAC supports the South Shore member communities of Cohasset, Hingham and Hull in their request to the FAA relative to the Logan International Airport RNAV study recommendation to relocate the waypoints for departures from Runway 15R as proposed by Dr. John Hansman, MIT, and the MCAC meeting on January 9, 2020 and as modified by the FAA.

And Further, that the Massport CAC supports the South Shore member communities of Cohasset, Hingham and Hull in their request to the FAA relative to the Logan International Airport RNAV study recommendation to implement the Block 1, Option 2, a formal RNAV RNO only procedure for arrivals on Runway 33L via Boston Light as proposed by Dr. John Hansman, MIT, at the meeting on January 9, 2020 and as modified by the FAA. The motion was seconded by Mr. Deignan. Mr. D'Amico asked if on the 33L approach if there is any data that will be looked at for the North Shore, he supports the South Shore, but wanted to clarify. Mr. Carlon explained that on September 30th, there was a proposal and additional requests from Dr. Hansman. The North Shore communities will have a separate discussion to adopt or reject options. The motion passed unanimously with 25 members approving by roll call vote (unable to obtain votes from Mr. Aufiero, Mr. Falbo, Mr. Nucci, or Mr. Bochnak). Mr. Carlon thanked the FAA for their patience and cooperation on this matter.

Shoreline Crossing

Mr. Carlon explained that the FAA was required to review the other SIDs as part of the RNAV study. With the help of Mr. Dormitzer. Mr. Dormitzer discussed the history of the Shoreline Crossing issues, and how we arrived at this point today. He thanked the committee and hoped to approve it. The motion is as follows: To request that the Federal Aviation Administration (FAA) conduct a data review to the RNAV routing of departures from Logan International Airport from runways 4,9, and 22L/R as related to the Record of Decision of 2007 (ROD) specific to southbound shoreline crossings and in fulfillment of the mitigation obligations of the Federal Aviation Administration Record of decision dated August 2, 2002 as enumerated in Section VIII. Mitigation Measures of that ROD and as further references in the BOSTON AIR ROUTE TRAFFIC CONTROL CENTER AND BOSTON CONSOLIDATED TERMINAL RADAR APPROACH CONTROL LETTER OF AGREEMENT dated December 15, 2011 and the changes to departures from the "Briefing on BOS RNAV SIDs for Runways 22L/R and 15R" presented June 7, 2011 by Brian Brunelle. This request shall commence after formal transmittal of all Massport Community Advisory Committee (MCAC) final RNAV Study Block 1 and Block 2



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recommendations to the FAA. The motion was seconded by Mr. Zamore and passed unanimously with 25 members approving by roll call vote (unable to obtain votes from Mr. Aufiero, Mr. Falbo, Mr. Nucci, or Mr. Bochnak).

Update from FAA & Massport

FAA Welcome and Introduction

Ms. D'Alessandro introduced her team.

Block 1 Update

Mr. Davis explained that based on the earlier vote during the meeting, they expect the correspondence from Massport once the MCAC sends their recommendations to Massport.

Block 2 Update

Mr. Leo thanked everyone for participating and thanked the membership for their hard work. He explained that on September 30th, Dr. Hansman presented recommendations and is still working on additional viable options related to 33L Departures. Regarding 22L Departures, he is also working on additional designs and options, with good collaboration between MIT and the FAA. 27 Departures have waypoint relocation suggestions made, and 22L Arrivals have feedback and MIT is working on angle adjustments. Regarding 4R, the next steps sit with MCAC. Mr. Ciano explained that Arlington is not in favor of divergence, and that his community wants the FAA to present other options. Mr. Houk further explained that the FAA has rejected every concept that Dr. Hansman had presented. In response to that, there have been several letters, from both local and congressional leaders, requesting that they research options for dispersion. Mr. Houk presented a motion to request that the FAA commit to developing a procedure for runway 33L at Logan International Airport that geographically disperses jet departures more equitably than the current RNAV SID. Mr. Kassaraba thanked Mr. Houk for the motion, and he hopes that this is a message to the FAA that they need to do better, and that they have been asked to do so by this committee, as well as congressional leadership. Mr. Webb seconded the motion, which passed unanimously, with one-member abstaining (unable to obtain votes from Ms. Walczak, Mr. Falbo, Mr. Nucci).

Community Involvement

Mr. Davis explained that the FAA is committed to keeping communities informed. They have recently updated their website to include the FAA BOS Community Involvement Webpage, which can be found here:

http://www.faa.gov/air_traffic/community_involvement/bos/

BOS RNAV (GPS) 4L Environmental Assessment Update

Mr. Davis reminded members that the 60-day comment period closes on November 20th.

VALE Grant

Mr. Doucette explained that VALE (Voluntary Airport Low Emissions) is offered to airports across the nation that qualify on certain parameters. The program offers grants to the airports, and most of the grants are for vehicles, specifically ground support vehicles. Massport has received several grants since 2010 to push their Electrification Initiative.

Wake Recategorization

Ms. O'Connor presented on Wake Recategorization. She discussed the implementation initiatives that took place at Logan International Airport. She explained that the intent was to provide separation reductions, assist with air traffic control, and get airline customers to their destinations safely and efficiently. The goal of Consolidated Wake Turbulence is to incorporate reductions in wake turbulence separation standards to capitalize on operational efficiency while continuing to provide throughput gains and safety at many of the major airports. Mr. Deignan asked what impacts this will have on the communities, and this sounds like this allows more planes to move through the airport. Ms. O'Connor explained that there are no impacts, that there are just as many airplanes coming in as needed, it does not increase traffic into Boston, but it utilizes the airspace better with the traffic that it already there. It should not impact communities or noise. Mr. Houk asked if this objective is to increase capacity, and Ms. O'Connor replied no, it is not. Mr. Wright asked if this has been implemented, and Ms. O'Connor replied that yes, it was implemented on May 22nd, 2019. He added that this is another example of the Enabling Legislation of the FAA is missing a third leg of the stool that should



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exist. We have only had a conversation about safety and efficiency, and it has been explained that this is not about increasing traffic, but when demand comes back up, this technology will allow there to be an increase of traffic over what is preexisting because it will be possible to pass traffic more efficiently in and out of the airport. There is an urgent need for the federal legislators to consider the impacts of people under these flight paths. Mr. Fox asked if the FAA plans to apply this to departures as well and Ms. O'Connor said that she is not aware. Ms. Walczak asked about parallel runways, such as 4R/L, and if there are efficiencies. Ms. O'Connor replied that they have studied similar parallel runways, and she would have to look back to see if Logan Airport were included in those studies. Mr. Kagzi added that the runways separated by less than 2000 feet are the same runway, so the trajectory that an airplane flies will be more precise, but the standard will not change regarding throughput. There is no intent to change the separation standard between 4L and 4R for allowing operations that would narrow that margin. This program allows more precision in flight trajectory. Mr. Kassaraba asked if the FAA would be able to provide data or simulations of a typical day on one of the frequently used arrival runways at Logan Airport to show what the impacts were on the throughput. Mr. Carlon added that he would like to see this data for runway 4R specifically and will follow up on this request with the FAA. Mr. Dougherty pointed out that if you look at the draft EA for 4L RNAV, Section 222.3, a description of the potential impacts of wake turbulence, so members should review. He added that it would be helpful to have better understanding of what the coordinated precision trajectories will do to the frequency on 4L. Mr. Ciano seconded Mr. Kassaraba's request to see the simulations, as he is concerned that the added efficiency will add additional impacts.

Subcommittee Updates

Mr. Zamore explained that the committee is working to get the Environmental Health subcommittee off the ground. He is working to have Kevin Lane of BU School of Public Health to present to members. Mr. Carlon added that the MCAC will be tapping into the new science that is happening locally in the Boston area.

Mr. Wright provided a brief update on the Executive Director Search Committee status. The committee has submitted its feedback for the position statement and will discuss these changes or revisions at the next meeting. This will eventually be circulated to membership.

New Business

None

Correspondence

None

Public Comment

Darcy Devney, Arlington – Regarding Wake Recategorization, in Memphis, airport capacity was increased by 19%. The FedEx aircraft are now separated by 2.5-3.5 miles instead of the previously required 4 miles. Therefore, there were 56 planes per hour max before, and now they see 70 planes per hour after Wake Recategorization. She is puzzled by how the FAA can not admit that this means more plane.

Dave Matthew, Arlington – Seconded Ms. Devney's comment, and explained that it defies common sense to attempt to obscure to deny that procedures like Wake Recategorization are there as enablers to allow more traffic when the traffic comes back. Mr. Wright alluded to this, and he believes its true. It is frustrating as a citizen to be spoken to like this, and what looks to us like an effort to obscure what is going on. What Wake Recategorization will do is increase capacity on the same footprint. Secondly, a great many of citizens who are affected believe that dispersion is the answer, and efforts to promote diversion headings are not morally defensible to us. Hyper concentration of aircraft is what caused this mess, and undoing that is what can get us out, even if this is difficult and hurts the FAA's client interests, it is still important to do. It is not ok to do everything for the client and pour the cost onto the communities that are impacted.

Gina Cassetta, Winthrop – Chair, Winthrop Airport Hazards Committee. Has questions about homes that were already re-soundproofed. Mr. Doucette mentioned that the FAA agreed to reinsulating homes that were insulated prior to 1990, because she was under the impression that under Congresswoman Clark's legislation that it was supposed to be prior to 1993, and she would like clarification. Finally, Point Sherley is affected by 73.9 DNL levels. There are 291 homes in that



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area that have participated in the residential home insulation program, of which 198 of them were completed in 1992 or earlier. 168 homes have not participated but are still eligible. She wants to urge the FAA and Massport to put forth a program for people who are suffering with such significant DNL levels, considering COVID and children being home, homeschooling, noise insulation is very important.

Cindy Christiansen, Milton – She, like the first two participants of public comment, is very concerned about the misinformation provided by the FAA regarding Wake Recategorization. The people she works with in the Seattle Area say that when Wake Recategorization knocked on their door it was the worst thing that has happened to them for the arrivals as far as noise goes. If you look up the capacity profile for Boston, the first one available is from 2014, it lists improvements at Boston. Wake Recategorization is anticipated by 2020. If you move on to 2019, it continues to list as a future improvement, and almost every flow that they estimate is increased with the future improvements. She believes that what the FAA presented needs to be looked at more closely, and that the reports are inconsistent.

Dan Skripp, Nahant – How long would it take before there is an actual change to the RNAV 22L.

Adjournment

The meeting adjourned at 6:36PM.