

**Date:** 2016 July 24  
**To:** Logan CAC Representatives  
**From:** Darryl Pomicter  
**RE:** Logan Community Advisory Committee Meeting July 14, 2016 Minutes  
**Attached:** Agenda, July 13 and Logan CAC Meeting Agenda & Scenarios Email, July 14

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**Time:** July 14, 2016, Thursday, 6:00-9:00 PM  
**Place:** Logan Office Center, 1 Harborside Drive, Human Resources Training Room  
**Call-in:** USA Toll- Free: 877-848-7030, Participant Code: 4101625  
(Massport provided speakerphone with extension mics & PC with video projector.)

**Present:**

**Officers:** Darryl Pomicter, Beacon Hill, President; Wig Zamore, Somerville, Vice President, and Ralph Dormitzer, Clerk (left early, ~8:15)

**Representative:** Charles Gessner, Marblehead; David Carlon, Hull; Joan Falvey, Quincy; Myron Kassaraba, Belmont; and Irene Walczak, Hyde Park. Jill Romano, Wenham (late, ~6:15) and Paul Sacksman, Ipswich (late, ~6:15). Cindy Christiansen, Milton (later, > 6:15).

**Alternate:** Bill Deignan, Cambridge (left early, ~7:45), and Harvey Steiner, Watertown

**Proxy:** Paul Meleedy, Lakeville to Pomicter; Frank Ciano, Arlington to Kassaraba; Bill Deignan, Cambridge to Kassaraba (after leaving); Gary Banks, Scituate to Carlon; Joanne Keith, Roxbury to Walczak; and Larry Costello, West Roxbury to Pomicter.

**Call-In** Joanne Keith, Roxbury, Peter Eschauzier, Salem; and Maura Zlody, City of Boston

**Massport:** José Massó (arrived late and left early), Frank Iacovino, Natalie Mohan, and Declan Boland—left after Massport Flight Tracks review

**Observer:** Christine Rioux, Wakefield (awaiting appointment)

Darryl called the meeting to order at 6:15. Lacking quorum, the meeting could not vote, but would proceed with presentations and discussion. Called-In each identified themselves. Attendees introduced themselves around the table. Observers were introduced. And, Proxies were stated.

Christine Rioux, observing, awaiting appointment by Wakefield, recounted airplane impacts began suddenly about a year ago, and noted her interest also as an Environmental Health Scientist. Paul Sacksman, newly appointed from Ipswich, recounted buying a house in Ipswich with no planes and moving in after renovations, heavily impacted by planes. Both understand the lead cause to be the shift of Arrivals from over water to Winthrop RWY 27 to overland from Providence, west of Boston to the North Shore, and back south over Revere to RWY 22L. (Changes to Non-Intersecting Converging Runway Operations.

[http://www.bostonoverflightnoisestudy.com/docs/BOS\\_Post\\_Test\\_OpEnvir\\_Review\\_w\\_attachments.pdf](http://www.bostonoverflightnoisestudy.com/docs/BOS_Post_Test_OpEnvir_Review_w_attachments.pdf))

Darryl noted a names correction in Minutes of the May 12 Meeting Draft, and requested a Motion to accept—but withdrew it, noting no quorum.

Dave Carlon updated on Massport Community Advisory Committee:

- Next Executive Committee Meeting August 9.
- Sub-committees are being finalized—to be announced very shortly.
- Next General Meeting sometime in September. [8?]

José advised that the Terminal E Renovation was nearing completion and the Terminal E Modernization Environmental Assessment/Draft Environmental Impact Report would be released in the next few days.

Frank advised that the Runway 4L-22R Rehabilitation is set to begin mid-September for 4-6 weeks. [https://www.massport.com/news-room/news/massport-approves-\\$158-million-for-runway-rehabilitation/](https://www.massport.com/news-room/news/massport-approves-$158-million-for-runway-rehabilitation/)

Frank advised 2015 MEPA Environmental Data Report intended to be released late August-early September. Darryl welcomed improvement from last year, 2014 early October.

Frank reviewed the May Flight Tracks report, with many comments. Darryl affirmed that the next improvement priorities are:

- Vertical Profile and Section at Route Splits Waypoint (like RW 33L) for other Departures
- Additional Non-Jet Arrivals and Departures
- Format Non-Jets to match Jets—eliminating the two headlines above Non-Jets graphics

Regarding the Logan CAC retired Airline Captains letter drafted to Airline Chief Pilots, Frank and José responded that Massport could help deliver the letter. And, there were quarterly meetings, which seemed possible to attend. Flavio can advise further after his return.

Darryl noted that Chris Sandfoss, L&B was now working to analyze and report the requested metrics from the Operations 2002-2014 and DNL by Runway by Census Block, 2007-20014 data files provided by Massport, HMMH:

1. Runway Use, Arrivals and Departures, by Runway End (Events, N)
2. Noise Exposure and Impacts by Runway End (DNL and LWP)
3. Noise Exposure and Impacts by Community from Runway End (DNL and LWP)
4. All aircraft in Noise Model (jets, turboprops, and piston props)
5. Historic Baseline: 5 years before new Runway 14-32, 2007 and since
6. Noise Exposure and Impacts by Runway End to Communities

Myron noted that the Massport EDR area was significantly smaller than the BLANS study area—less than desired for Belmont and other Communities. Darryl responded that the BLANS study area was reported in Phase 1 and Phase 2 and should be reported in Phase 3—at least for noise modeling by PC and IC: 2015 Baseline and recommended Runway Use Program

Massport departed. Without a quorum to approve a Motion for Executive Session, the discussion continued informally, including the Observer and call-in.

Darryl distributed his July 14 email with 2 scenarios: Logan CAC accepts the Massport Test 4 and Logan CAC does NOT accept the Massport Test 4.

Darryl reported that email responses to his June 29 Massport Test 4 email totaled less than the 2/3 of members required to agree for Action By Consent. (Almost all replied to All.) The larger portion of responses was accepting, many with reservation. The smaller portion was strongly against. None of the Officers was yes. More than 10 additional acceptances were required. Additionally, several accepting have advised they misunderstood and wish to reverse their acceptance.

Around the room, Representatives stated briefly their wishes and priorities:

- A Trustworthy Massport Commitment to reduce noise
- Data, Metrics, Reporting
- Distribute Runway Use, Rotational
- Spread Flights, Dispersion
- Dwell and Persistence
- Night, Sleep
- Multiple Routes, Cumulative
- Arrivals and Departures by Runway End: Events, DNL (Noise Exposure) & LWP (Noise Impacts)
- Intruding Events
- Annual to relate to Health, Morbidity

All was very consistent with current efforts. The clear consensus was for the Officers to continue with Massport and the FAA to get what they can of the desired data, analysis, metrics, and reporting. Keep doing it. Towards agreement on a new Runway Use Program.

Darryl reminded next Meeting(s): Bimonthly, second Thursday, 6-9:00—September 8 (and November 10).

Darryl asked about an additional meeting in August, tentatively August 11 (even if quorum is uncertain), and responses were not unless there is significant reporting progress to review and discuss.

The meeting adjourned at 8:30 PM.