

Minutes of the Logan CAC Meeting September 10, 2015

Beginning at 6PM. Attendance per the Sign In Sheets (attached). In person: 15 Representatives plus 5 Alternates, representing 18 Communities. Additionally, John Stewart and Jim McDonald by telephone. Proxies: Jim MacDonald to Darryl Pomicter, Pam Smith to Darryl Pomicter, Larry Costello to Alan Wright, and (when leaving before end) Chris Marchi to Darryl Pomicter. Also State Representative Walter Timilty (Milton and Randolph) with Legislative Director Stephen Teehan were present for the presentation by Massport.

Introductions by Darryl Pomicter. Including new: Jill Romano, Representative, Wenham, and Tom Ambrosino, Alternate, Chelsea (with Roseann Bongiovanni, Representative, Chelsea not able to attend). And departed, Leo White, Beverly, and Declan Boland, Hingham.

While awaiting Massport installing speakerphone, comments on runway configurations, runway use program, and information request protocol by Darryl Pomicter.

Update re: status of Massport CAC by Jerry Falbo. Seeking last Member appointments and quorum to approve By-Laws, elect Officers, and appoint a member to the board of directors of Massport.

Introduction by José Massó – Director of Community Relations, Massport – about Massport endeavoring to be a “good neighbor”.

Flavio Leo, Deputy Director Aviation Planning and Strategy, presented a briefing that previously had been given to Massport’s Board of Directors in July 2015. Highly self-congratulatory regarding Massport’s noise abatement mitigation actions as well as volume of reporting. He expressed pride in Massport’s Public Vue website and said that it reflected citizen inputs.

Flavio commented on Massport’s proactive work including that they monitor FAA flight tracks and reach out to and meet with multiple community groups.

With regard to data gathering he stated that if data is readily available they will provide it. If it requires analysis and extensive staff time, the requests are typically are forwarded through the Massport and Logan CACs. Unique analyses require requests from regulatory agencies.

Said that Massport did not have the ability to report on Darryl Pomicter’s letter of June 18 but submitted the request for quote to HMMH. Cost about \$30,000. Not authorized.

Multiple questions were raised about the availability of data and responsibility for defining what is needed. Massport’s view is that performance metrics need to be agreed to by the FAA and defined by the Independent Consultant. Flavio believes that they are providing reports on a regular basis but are not necessarily those that support the Noise Study. These would need to be developed through the consultants.

Flavio agrees to follow up to provide baseline data in concert with the CAC and IC.

Several member inquiries were made as to why can’t simple things be done like correcting the A320 air frame noise, implementing continuous decent, fining carriers for noise. Answers were generally that

Massport lacked the authority or responsibility under Federal statutes to require implementation of these measures.

Flavio wants to reconvene the PMT to agree on what should and can be delivered. Request was made for when would this happen. Agrees that the requests previously requested could be delivered by the next Logan CAC meeting.

Darryl made the point that the issue is not quantity of reporting; it is quality of reporting—timely, relevant, consistent, coherent, and understandable. We are more than two years into developing a new Runway Use Program, without knowing current runway use clearly.

Darryl will set up a PMT meeting with call in for Logan CAC members. Flavio expressed a preference for a face to face meeting with the PMT.

Moved that Ralph Dormitzer be elected Clerk of the CAC. Voted unanimously

Moved to accept Minutes of the Logan CAC Meeting January 15, 2015 and Minutes of the Logan CAC Meeting July 6, 2015. Voted unanimously [?].

Moved that Massport provide current RNAV design routes and actual flight tracks, including altitudes color-coded, centers, and standard deviation before Phase 3 tests 3 & 4. Voted unanimously

Regarding Test 1 Preliminary Reporting, question was raised as to why the significant difference in the definition of successful outcomes between Massport and the FAA. Darryl asked Representatives to send questions to Rob and him, to be addressed in Final Report.

Next meeting tentatively Nov. 12, 2015—two months, second Thursday. With some change to be considered

Meeting adjourned 9:00 PM, September 10, 2015

Respectfully submitted,

Ralph Dormitzer, Clerk