

Massport CAC General Meeting

March 9, 2017





Agenda

1. Welcome & Introduction
2. Public Comment
3. Approval of the Minutes of the December 8, 2016 Annual Meeting
4. Chairman Update
5. Treasurer Update
6. Update from John Nucci, MCAC's Massport Board of Directors Representative
7. Tom Glynn, CEO, Massachusetts Port Authority, Overview of Massport's Initiatives & Forecast
8. Flavio Leo, Director of Aviation Planning and Strategy
 - a. Overview of Logan Airport Runway Configurations (*Differed to another meeting.*)
 - b. R-NAV Study Update
9. Massport CAC Member Discussion
10. Question of Voting to Support and Send Resolutions to Massport
11. New Business – reserved for matters the Chair did not reasonably anticipate at the time of posting
12. Adjournment



Since Last General Meeting

- RFP posted for hiring a HR Consultant to assist in the creation of a Director position for the Massport CAC. Responses being reviewed.
- Aviation Operations Subcommittee reconstituted. Resolutions Recommended.
- Massport R-NAV Hearing, February 22, 2017
- State Ethics Commission Determination – MCAC Members are special State employees for the purposes of the Conflict of Interest Law.
- AGO is unable to provide a definitive answer as to whether CAC would be considered a public employer. “CAC may wish to seek a legislative amendment to answer this question definitively.”
- Engaged Albert Risk Management Consultants to consult on liability insurance options and solicit insurance brokers on our behalf
- MCAC website public launch next week.
- BLANS – Boston Logan Airport Noise Study – Final report expected March 24. Next Logan CAC meeting April 6.



Milestones & Timeline

MCAC Quarterly General Meeting	December 8, 2016
ExecCom Meetings – Monthly, 2nd Tuesday	January, 2017
MCAC Quarterly General Meeting	March 9, 2017
Update from Subcommittees & Review of Priorities	
ExecCom Recommendation on Staffing	
R-NAV Study Briefing	
Runway Use & Impacts Briefing	
BLANS Review	
Website Functionality Review	
MCAC Quarterly General Meeting	June 8, 2017
ExecCom Update on Hiring of a Director	
Budget Preparation FY18	
ExecCom Progress Report on Statutory Review Process	
Updates from Subcommittees	
R-NAV Study Briefing	
MCAC Quarterly Meeting	September 14, 2017
MCAC Quarterly Meeting	December 7, 2017



Treasurer's Report
Massport CAC
General Meeting
March 9, 2017

Submitted by Myron Kassaraba, Treasurer
Representative, Town of Belmont



March 1, 2017

Dear Massport CAC Members,

Attached is a summary for CAC Expenditures for FY '17 through the end of February. Through the first four months of FY'17 we have spent \$ 50,440.

The majority of these expenses fall into three categories:

1. Legal/Admin: \$ 22,952*
2. Website development and hosting: \$ 6,575
3. Service Fees: \$20,417

Some things that we budgeted for like note-taking and other admin functions have been provided and billed under Legal. Because of this and other unforeseen requirements like the continuing liability insurance issue and numerous requests and correspondence from some communities requiring legal review - we will exceed the \$20,000 budgeted amount for Legal. I am currently projecting those expenses to be \$35,000 and will ask for the Membership to approve a reallocation of \$10,000 from Admin and \$10,000 from General Consultants to increase Legal to \$40,000. Both of those are budget categories where will be under-spending.

For the year, my current projections are that we will spend at least \$130,000 of our \$250,000 budget. This includes new expenses yet to be incurred like the HR Consultant and the Insurance Consultant. An unknown variable will be the timing of the hiring of an Executive Director. We did budget for that to happen in Q4. I am exploring options for how we might be able to roll-over some unspent funds into 'FY18.

Respectfully submitted.

//Myron Kassaraba
Treasurer



Massport CAC Monthly Expenses

February 2017				FY2017		Notes
Account.				Projcted	Budget	
Year-to-Date						
	Actuals.	Budget.	Var \$			
41020 SALARY WEEKLY	-	14,583	14,583	-	25,000	
Payroll	-	14,583	14,583	-	25,000	Timing of ED Hire TBD
41505 HEALTH & INSURANCE BENEFITS	-	4,375	4,375	-	7,500	
Fringe Benefits	-	4,375	4,375	-	7,500	
42010 PRINTING & STATIONERY SUPPLIES	-	583	583	-	1,000	
42030 COPYING SUPPLIES	-	583	583	-	1,000	
42260 OFFICE EQUIP FURN & FIXT	-	7,000	7,000	-	12,000	
Materials & Supplies	-	8,167	8,167	-	14,000	
44500 MISC CONTRACT (Massport Service Agreement)	20,417	20,417	0	35,000	35,000	
44500 MISC CONTRACT (Website Development)	4,275	5,833	1,558	5,000	10,000	
44500 MISC CONTRACT (Website hosting, maint)	2,300	1,167	(1,134)	2,300	2,000	
44500 MISC CONTRACT (Admin Support)	2,302	15,167	12,865	5,000	26,000	
44500 MISC CONTRACT (Minute-takers for Mtgs)	-	583	583	-	1,000	Provided under Legal
Services	29,294	43,167	13,872	47,300	74,000	
44510 PROF FEE-GENERAL CONSULTANTS	-	14,583	14,583	7,500	25,000	Insurance Consultant
44520 PROF FEE-LEGAL CONSULTANTS	20,650	11,667	(8,983)	35,000	20,000	Includes many Admin Services
44570 PROF FEE-PERSONNEL MGT CONSULT	-	14,583	14,583	25,000	25,000	
Professional Fees	20,650	40,833	20,183	67,500	70,000	
46010 SPECIAL EVENTS	-	11,667	11,667	-	20,000	
46150 PUBLIC HEARINGS	-	2,917	2,917	-	5,000	
46160 ADVERTISING GENERAL	-	2,917	2,917	-	5,000	
Media & Public Affairs	-	17,500	17,500	-	30,000	
47010 TRAVEL-TRANSPORTATION	-	2,917	2,917	2,500	5,000	Possible travel
47020 TRAVEL-ACCOMODATIONS	-	1,750	1,750	1,500	3,000	of ED interviews
47025 TRAVEL-MEALS	306	875	569	1,000	1,500	
47030 TRAVEL-TOLLS & PARKING	190	1,458	1,268	1,000	2,500	
Travel & Meetings	496	7,000	6,504	6,000	12,000	
49177 MISC.PROJECT EXPENSES	-	-	-	-	-	
49500 MISCELLANEOUS	-	10,208	10,208	10,000	17,500	
Other Expenses	-	10,208	10,208	10,000	17,500	
TOTAL EXPENSES	50,440	145,833	95,393	130,800	250,000	



Aviation Operations Subcommittee Recommendations

Question of Voting to Support and Send the Following Resolutions to Massport:

1. Massport to require Airbus 3 Series Planes flying to and from Logan Airport to install the noise suppressor known as the Vortex Generator
2. Massport implement a noise based landing fee
3. Require the FAA and Massport to comply with Phase 1 Record of Decision of October 2007 (ROD) and commit to correct the Letter of Agreement between Boston Air Rout Traffic Control Center and Boston Consolidated Terminal Approach Control of December 15, 2011.
4. Massport to adopt a Fly Quiet Program
5. Require 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 (*Differed to next MCAC meeting.*)



Noise Mitigation Opportunity

Airbus A320 Series Vortex Generator

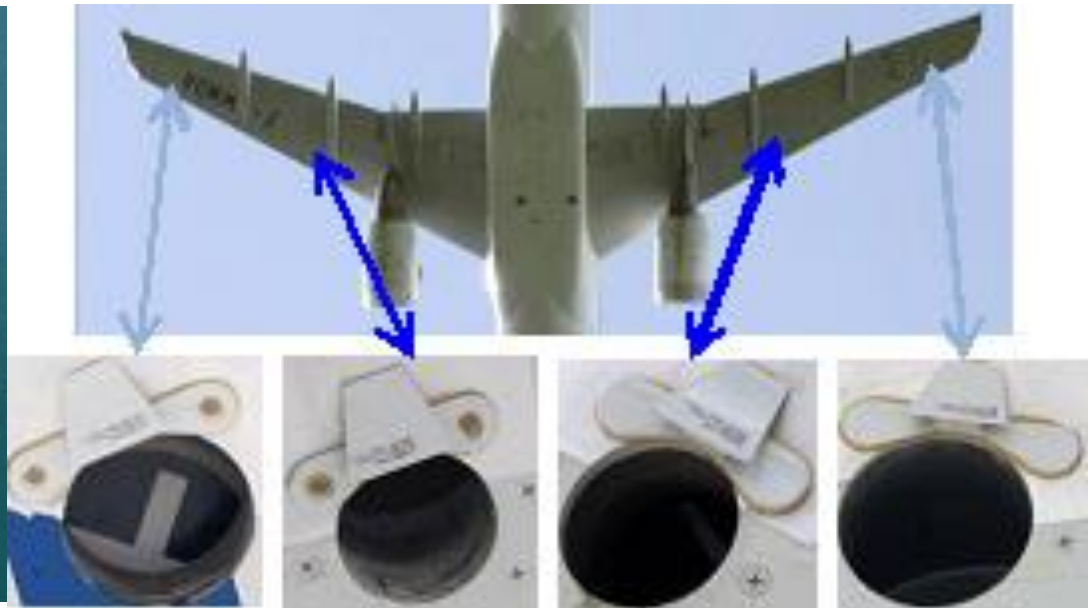
Motion: Massachusetts Port Authority Community Advisory Committee recommends Massport to vigorously advocate to airlines that fly the Airbus 3 Series planes to and from Logan Airport to install the noise suppressor known as the Vortex Generator. Massport to develop and publish an implementation plan to facilitate airlines to modify their Airbus 3 Series planes and provide a quarterly progress report to the Massport CAC.

RESOLUTION ADOPTED BY MCAC

- Airbus A320 plane noise suppressors, known as the Vortex Generator, eliminates the distinctive whine/screech sound from the A320 series of planes and reduces noise up to 11 dba
 - <https://www.lufthansagroup.com/en/themen/more-quietly-into-the-future/flight-noise-reduction.html>
- Low cost retrofit of ~\$3,000 to the planes exhaust ports
- Easy installation process, 10 man hours labor, done during scheduled maintenance
- Noise deflector part is smaller than an iPhone.
- Retrofit of Airbus 320 planes is well underway in Europe and United Airlines has announced a program to retrofit its fleet
- Provides a meaningful benefit to every community that has the burden of airplane noise
- Opportunity for Massport to take active leadership
 - Advocate to FAA, Airlines, and Legislators
 - jetBlue KBOS Hub with Airbus A320 Series fleet forecasting significant increase of flights in 2017

Airbus A320 Aircraft Family Wake Vortex Generators

The SFO Aircraft Noise Abatement Office has been following the European Carriers retrofit of their aircraft with these devices that reduce tonal noise cause by airflow over the pressure tank pressure equalization vents.





Massport Adopt a 21st Century Noise Based Landing Fee

Motion: Massachusetts Port Authority Community Advisory Committee recommends Massport adopt a 21st Century Noise Based Landing Fee based on the noise certification data for each aircraft type arriving at Logan, using an overweight on Approach and Take Off noise in combination with Sideline noise, and a standard seating component for each aircraft type.

RESOLUTION ADOPTED BY MCAC

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 (CFR) of Federal Regulations Part 16. 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.

- Massport’s mission includes “a commitment to our neighboring communities”.
- Boston-Logan Airport is surrounded on three sides by communities with residential and commercial property and impacts the very densely populated Greater Boston area with over 4.7 million residents.
- Adoption of a NBLF by Massport would be clear evidence that the wellbeing of these citizens is a critical factor in the operation of the Boston-Logan Airport.
- Boston-Logan Airport is defined as an endpoint airport as opposed to a hub in the airline route system. This fact allows a Noise Based Landing Fee to provide an economic incentive for airline schedulers to plan the frequent use of their newest and quietest equipment to Logan.



Massport Adopt a 21st Century Noise Based Landing Fee continued

- The difference between the noise levels of the newest planes and older equipment – even the same model – is enormous. Boeing claims the 737 MAX (Southwest is a launch customer) is 40% quieter than the 737 NG. It is 70% quieter than older 737s. A320s and A321s manufactured more recently have the vortex generators that eliminate the Airbus whine on approach. Adoption of a NBLF would probably reduce total noise from Logan operations by 10 to 20%.
- Massport can acquire noise certification data for each and every aircraft type manufactured by Airbus, Boeing, Embraer, etc. (the data is part of the certification process and is specific to engine type).
- Massport has made extensive investments to protect close in communities from sideline noise, so we recommend the NBLF be based on Approach and Take Off noise measurements only, and include a seat component.
- Massport can assure the adoption of a NBLF is revenue neutral by simulating the current and projected Logan utilization and adjusting the noise based factor to achieve a revenue neutral result.



Fly Quiet Program for Logan

Motion: Massachusetts Community Advisory Committee recommends 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 as quietly as possible at Logan International Airport.

RESOLUTION ADOPTED BY MCAC



Fly Quiet Program for Logan continued

- A number of major airports have adopted a Fly Quiet program
 - Chicago (ORD): <http://bit.ly/2mq1tm9>
 - San Francisco (SFO): <http://bit.ly/2mqb3Wj>
- These programs track aviation operational aspects such as:

- | | |
|--|---|
| <ul style="list-style-type: none">• Fleet Noise Quality Ratings• Noise Exceedance Ratings• Nighttime Runway Use | <ul style="list-style-type: none">• Noise Complaints• Procedure Compliance Ratings• Runway Utilization |
|--|---|

- From SFO: *“The goal of the Fly Quiet Program is to influence airlines to operate as quietly as possible in the San Francisco Bay Area. A successful Fly Quiet Program is expected to reduce both single event and total noise levels around the airport.”*
- The Airport Operator provides Quarterly Reports
 - (see: ORD <http://bit.ly/2mq9xmZ>, SFO: <http://bit.ly/2mqdK9Z>)



Fly Quiet Program for Logan continued

Benefits:

- The Airport Operator provides Quarterly Reports
 - Timeliness: today we have wait for the annual EDR.
 - Visibility to operations: ability to act if there are issues.
 - Message to the air carriers that we are concerned about the noise of their fleets and are tracking and publishing ratings. Along with other efforts – we want to encourage the airlines to fly their newest and quietest planes to Logan.
- Concerns: Making sure there is sufficient funding to administer the program and produce timely quarterly reports.
- The Aviation Subcommittee voted to request that Massport consider implementing a Fly Quiet program at Logan with quarterly reporting. The specific details of which would need to be worked out.
- Note: A Fly Quiet program and reporting is not intended to encompass all reporting that may be requested from Massport for Logan operations though it may encompass many elements.



Record of Decision October 2007

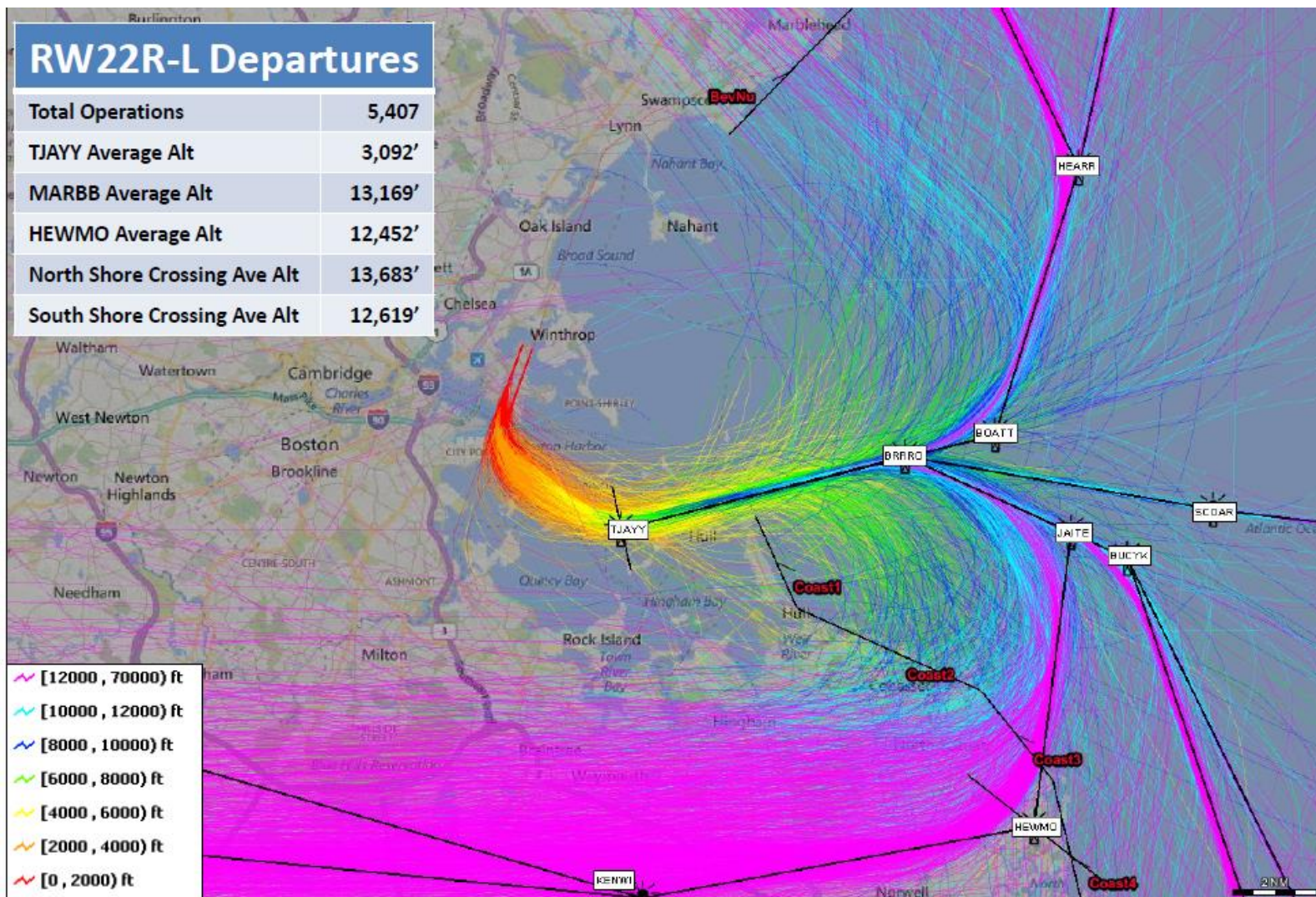
Motion: The Massachusetts Port Authority Community Advisory Committee demand that the FAA and the Massachusetts Port Authority comply with the Phase 1 record of Decision of October 2007 (ROD) particularly regarding RNAV departure procedures from runways 9, 22L, and 15 and arrivals on 33L and 4R.

And, commit to correct the Letter of Agreement Boston Air Route Traffic Control Center (ARTCC) and Boston Consolidated Terminal Radar Approach Control (TRACON) of December 15, 2011.

RESOLUTION ADOPTED BY MCAC

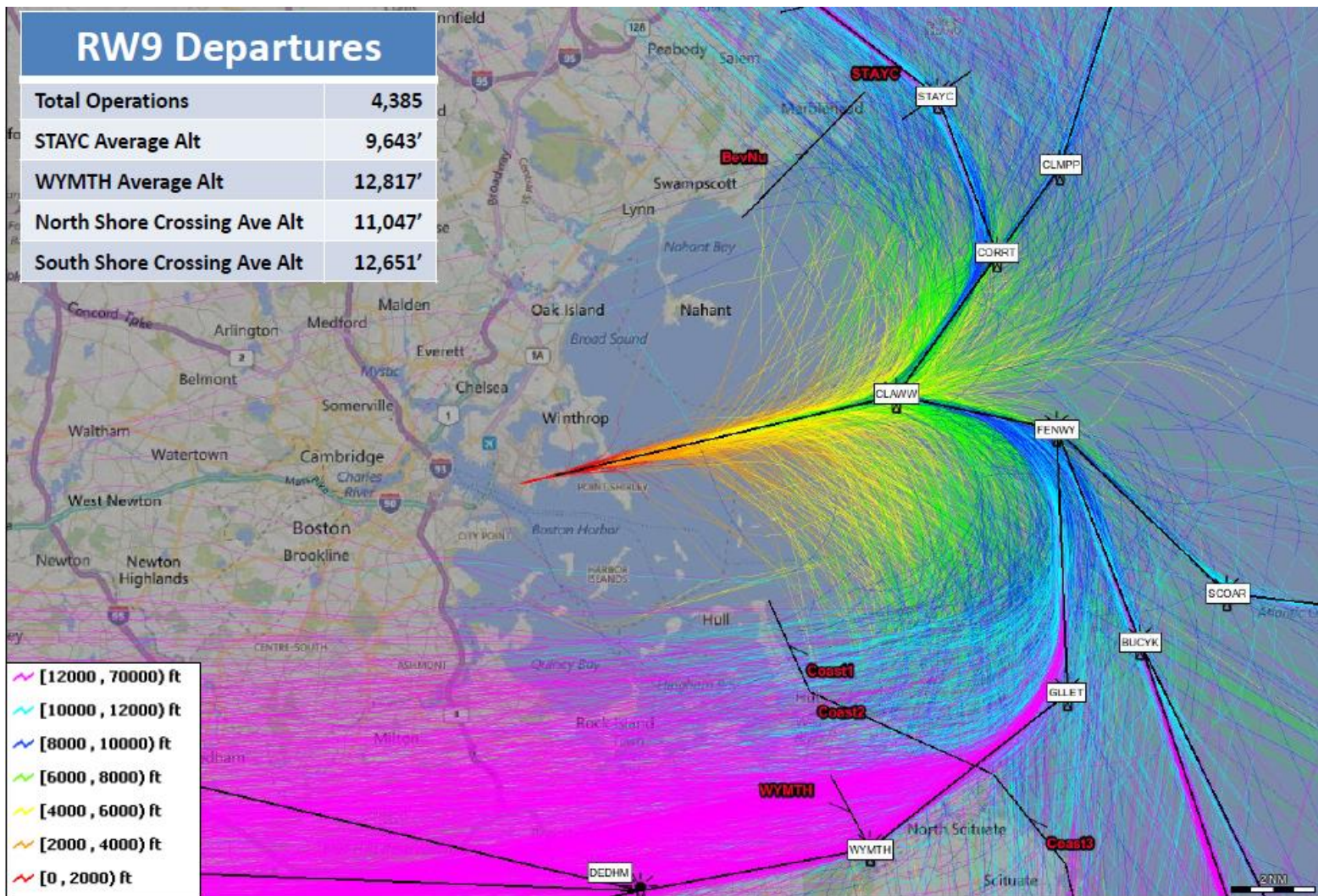


Departures on Runway 22L/R July 2016



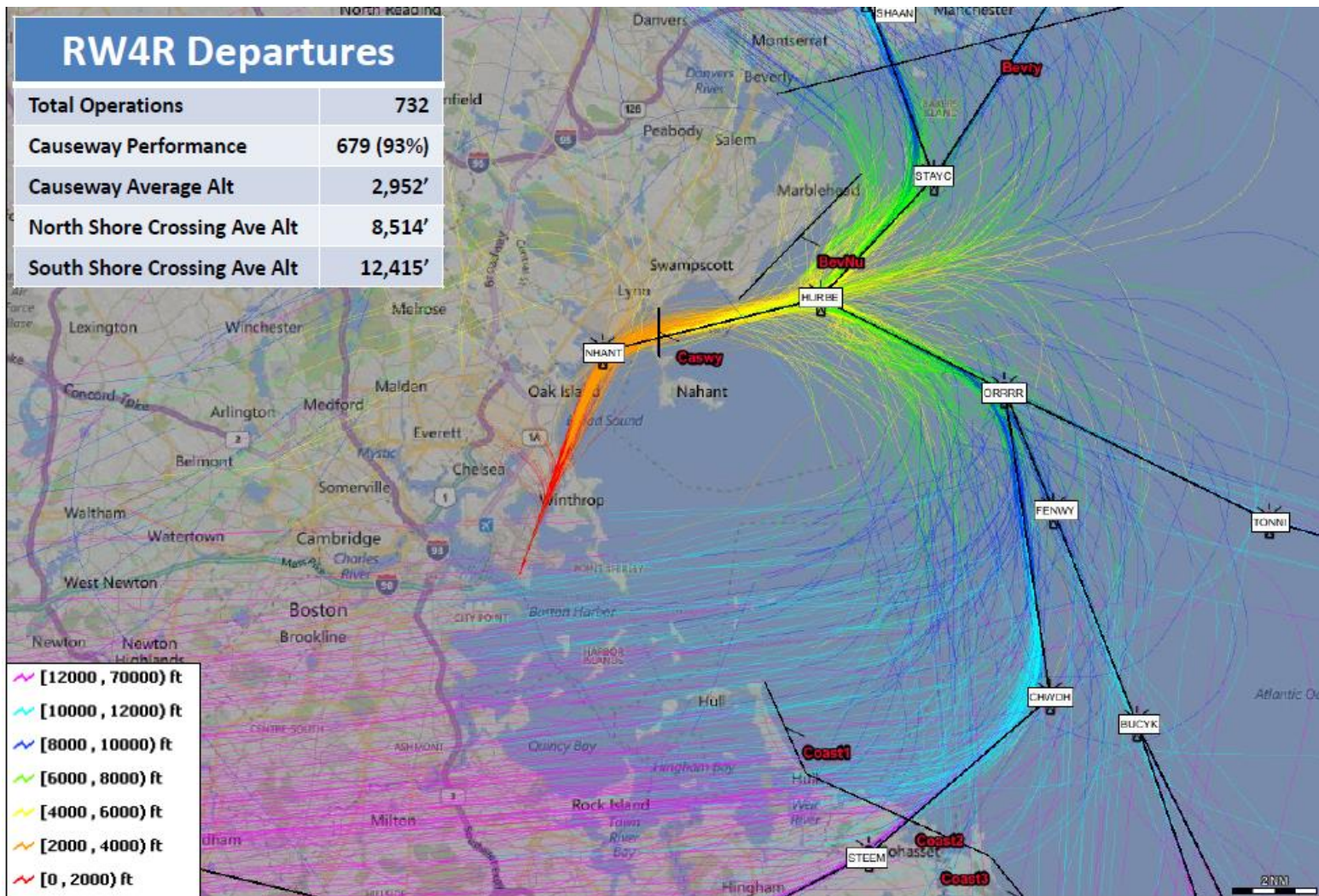


Departures on Runway 9 July 2016



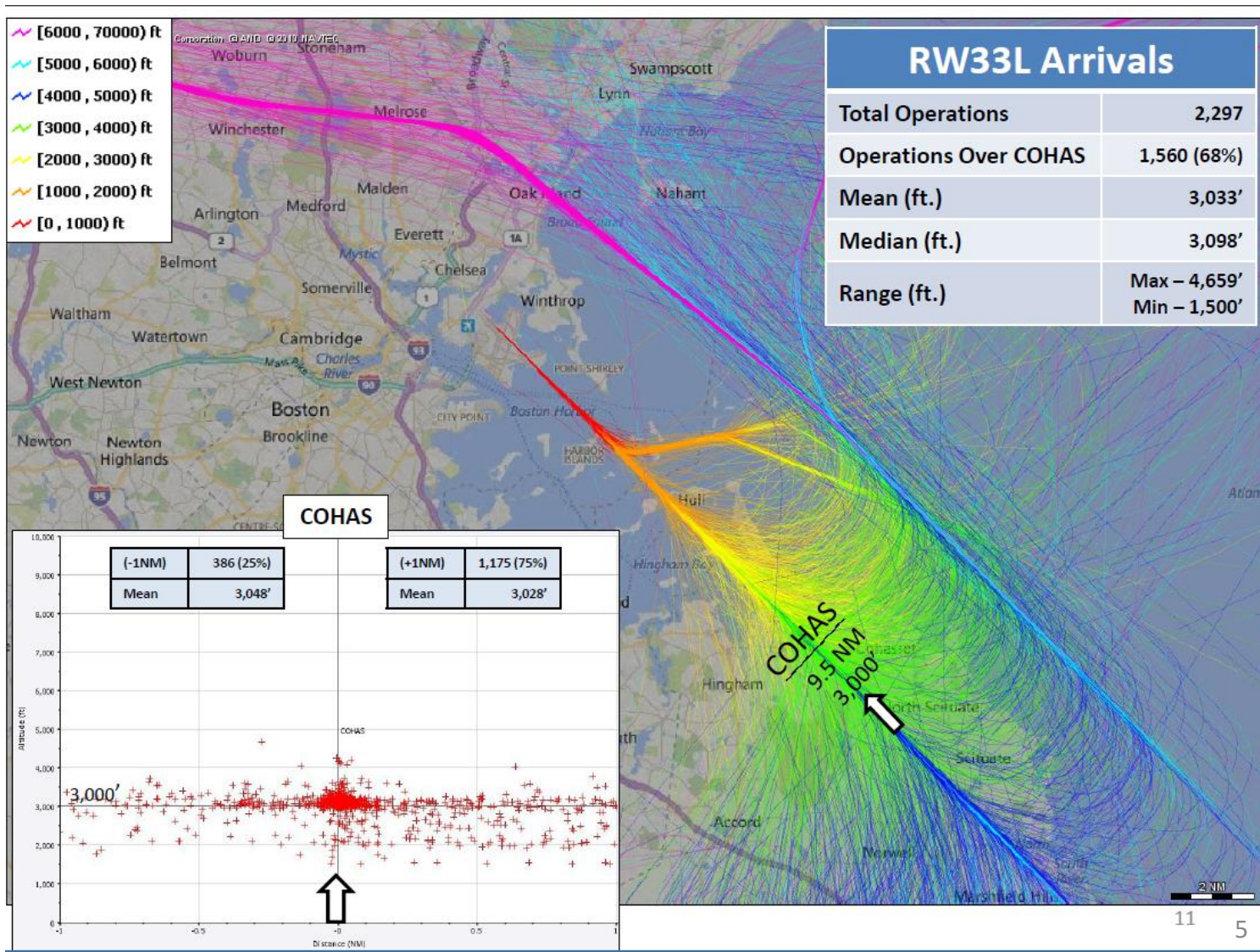


Departures on Runway 4R July 2016





Arrivals on Runway 33L July 2016





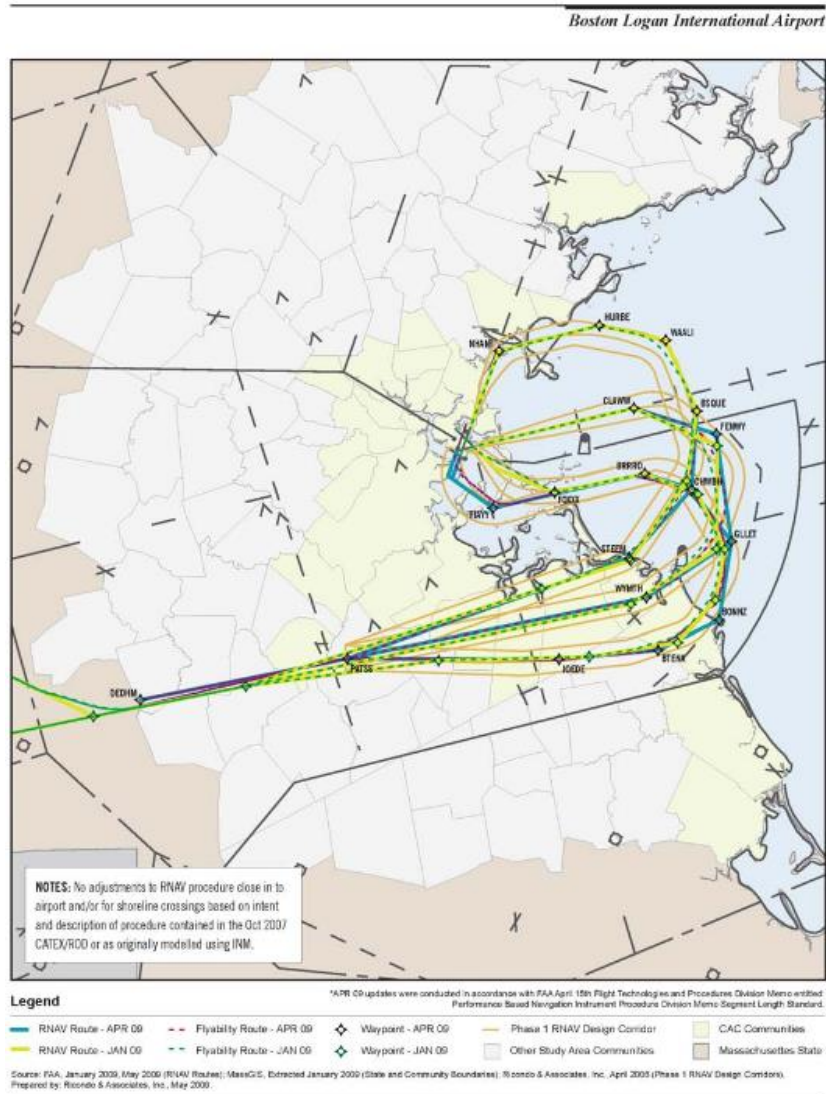
From the FAA's Catex ROD of 2007

Runway 22L/R Jet Departures:

Intent: to avoid, to the extent practicable, overflights of the Hull peninsula. The intent is also to increase the altitude of aircraft crossing over the South and North Shores and to keep southbound departures east of Minot's Light prior to crossing the shoreline.



FAA diagram of routes of aircraft departing runways 4, 9 and 22R/L



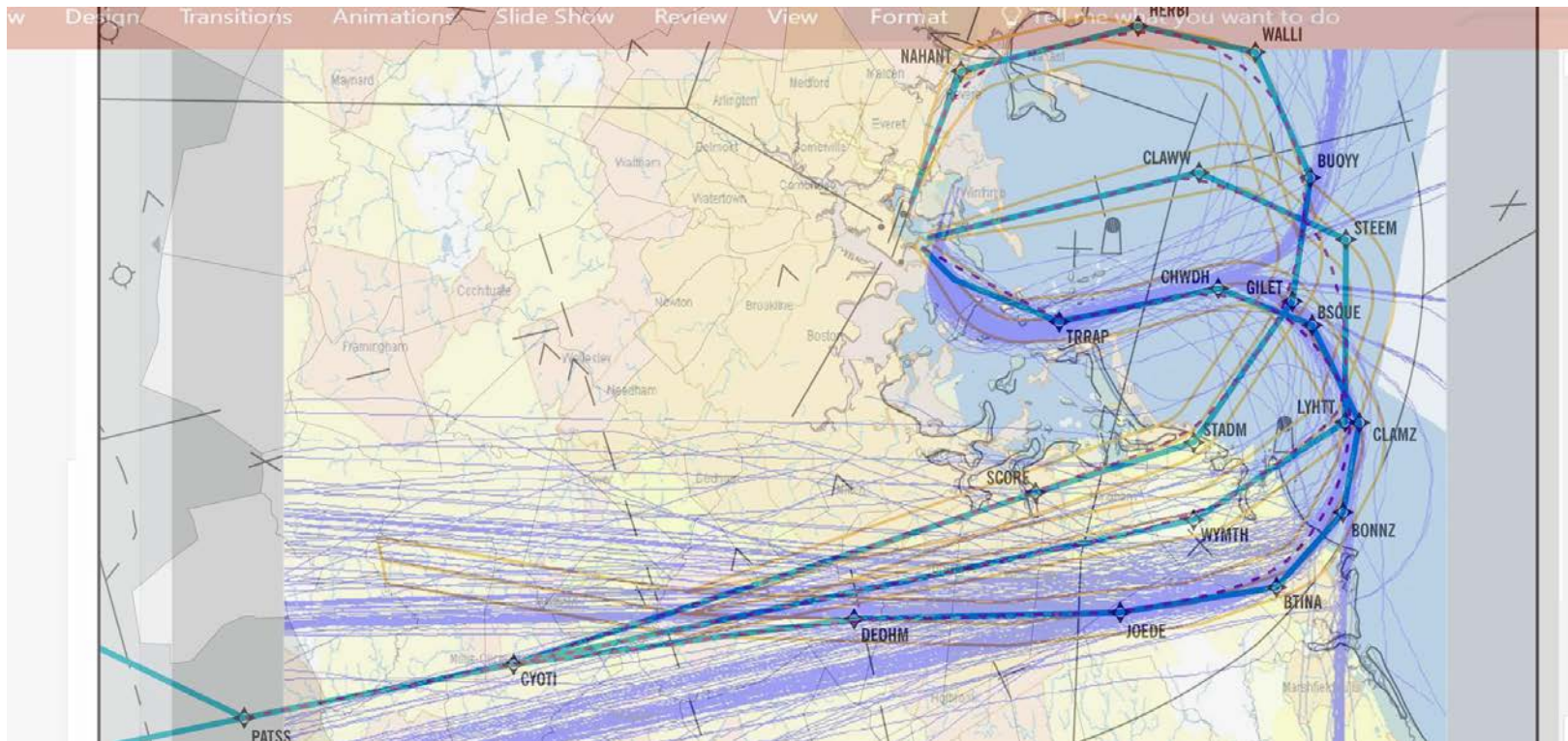
Boston Logan Airport Noise Study

**PATSS RNAV
Full Extent**

Original: January 16, 2009
Updated: May 26, 2009

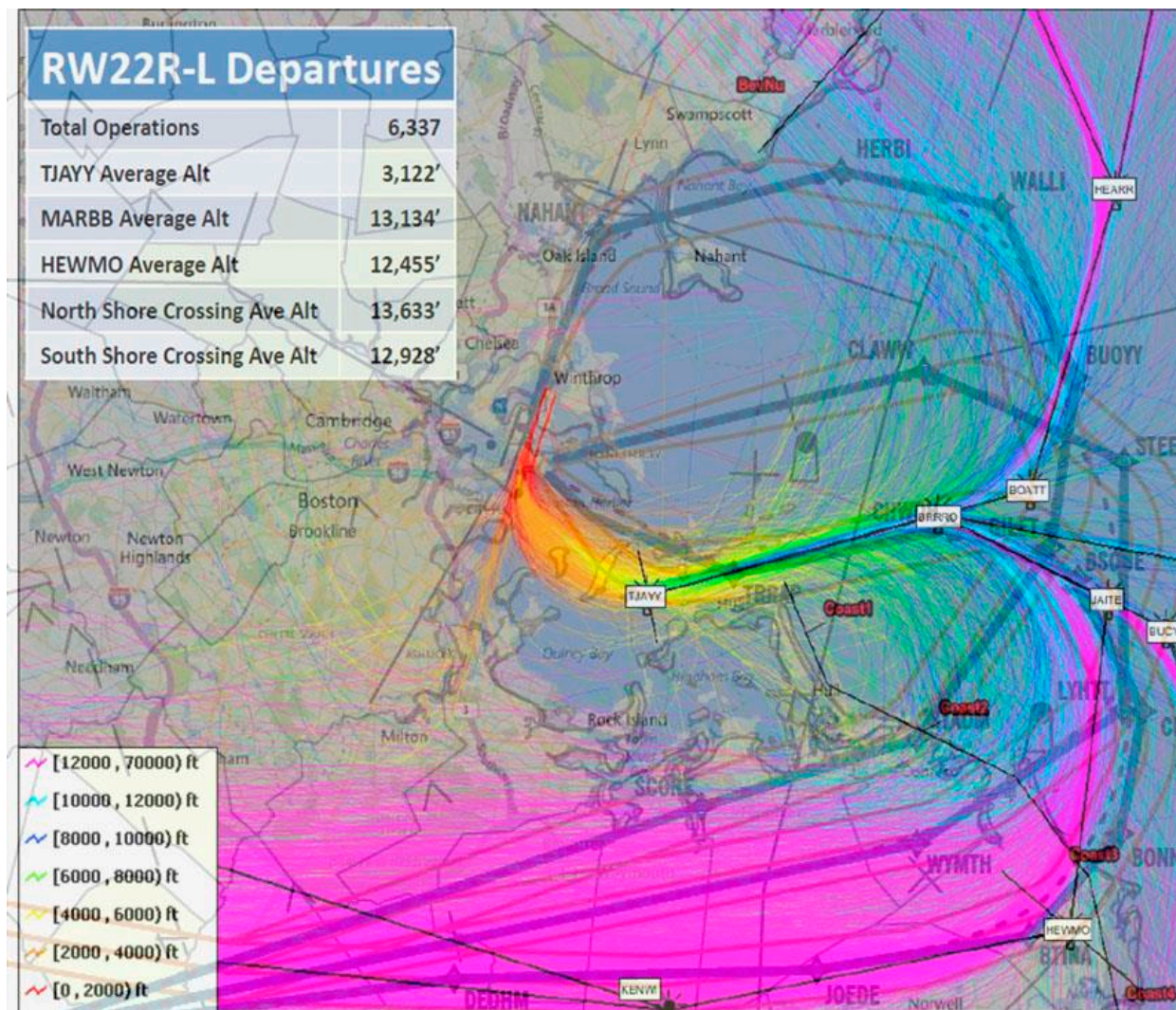


Overlay of Implementation Departures Runway 22R RNAV



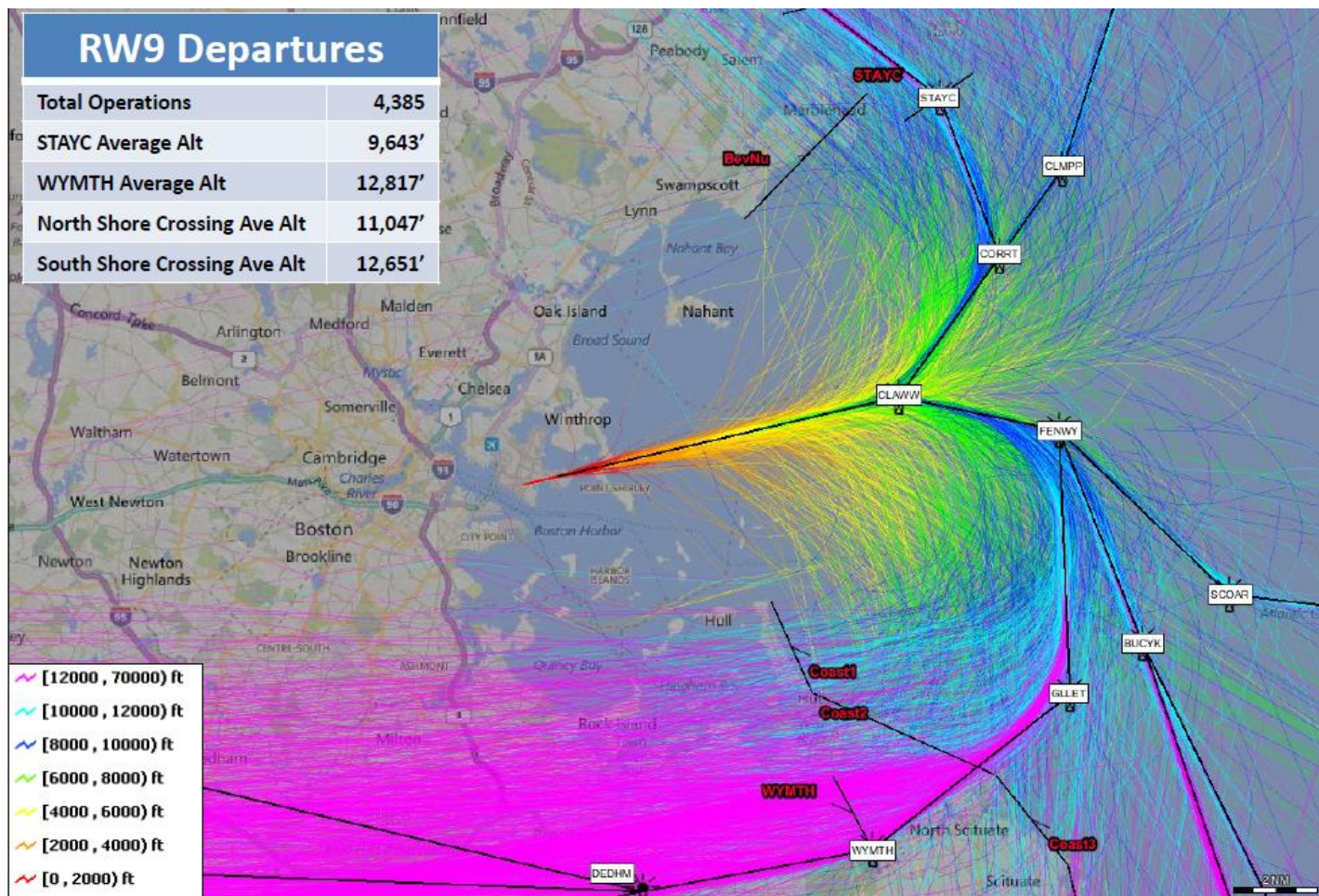


Overlay of departures runway 22R/L July 2016





Departures on Runway 9 July 2016





The following is an e-mail to RD from Joe Davies, Manager TRACON about development of the Phase 1 RNAV routes.

Control instructions issued by Boston ARTCC cause the aircraft to be taken off the required Record of Decision (ROD) mandated routes prior to leaving the TRACON's airspace.

"Current Status: It is apparent from actual track observation that Boston ARTCC is issuing control instructions to aircraft while said aircraft are still within the delegated airspace of Boston TRACON.

Throughout the development of this noise abatement procedure, it was a clearly articulated commitment by FAA at planning meetings throughout Phase 1 that procedures developed under the BONS/BLANS would apply fully within TRACON delegated airspace."



Commitments from the FAA's Record of Decision of August 2002 Airside Improvements Planning Project

“In accordance with 40 C.F.R. § 1505.3, the FAA will take appropriate steps, through federal grant funding assurances and special conditions, airport layout plan approval, and contract plans and specifications to ensure that the below measures are undertaken. The approvals contained in this ROD are specifically conditioned upon full implementation of these measures and actions. FAA will monitor these measures and actions to ensure implementation. Stated another way, the commitments described below are commitments of this ROD. If Massport does not fulfill these commitments, then the FAA will take action to restore compliance using the full range of legal remedies at its disposal, including the withholding of federal grant funds. As an additional measure, the FAA and Massport will report quarterly (or periodically) to the CAC on progress to ensure that these commitments are being fulfilled. The FAA will act as a facilitator to resolve disputes between the CAC and Massport related to these mitigation commitments.”



Governance

MOVED

The Aviation Operations Sub-Committee request that a person from Massport 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 he or she report to the Director of the Massachusetts Port Authority and have no other conflicting responsibilities.

RESOLUTION DIFFERED TO NEXT MCAC MEETING



Chapter 465 of the Acts of 1956 established the Massachusetts Port Authority (Massport) on June 25, 1956.

"The exercise of the powers granted by this act will be in all respects for the benefit of the people of the commonwealth, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions."



Report of the Special Advisory Task Force on Massport : presented to Governor Jane Swift – December 4, 2001

Recommendations: Board of Directors

The Board should organize itself into technical committees to review and evaluate staff recommendations. Each committee would report its findings and make recommendations to the full Board for its recommendations. The key committees would include:

1. Community Outreach.

This committee would hold regularly scheduled meetings with representatives of the local communities as well as community organizations. To underscore the importance of improved dialogue, the Board Chairman would chair this committee.



Airport Director's Report SFO

San Francisco International Airport

Every month the SFO Airport Director, Ivar C. Satero, reports to the Airport Community Roundtable on a number of noise abatement programs. Report includes: Monthly Airlines Noise Exceedance Rating, Historical Monthly Exceedances, Noise Report Summary, Nighttime Power Runups, Late Night Preferential Runway Use, and Air Carrier Runway Use.



Seattle-Tacoma International Airport

Seattle-Tacoma International Airport offers one of the most comprehensive aircraft noise reduction programs in the nation. The airport's Noise Programs Office works closely with the Federal Aviation Administration (FAA), the airlines and the local communities to monitor existing noise programs and develop new ways of reducing airport and aircraft noise. The office has two primary focuses: sound insulation programs and noise abatement programs.



Airport Noise Abatement Program Manager

Philadelphia International Airport

This is airport management work serving as the senior technical expert in noise abatement for the City's airports and directing operations of the satellite noise abatement community outreach office. The employee in this class develops policy recommendations for the noise abatement program and implements and manages the daily operations and maintenance of the Airport's noise abatement program. The employee compiles and analyzes data, conducts statistical analyses, prepares reports and researches and develops programs and procedures for noise related issues. The employee has extensive contact with airlines, airport users, governmental agencies and the surrounding communities in the development, monitoring and enforcement of noise abatement programs, procedures and regulations. Work is performed under the supervision of the Airport Planning and Environment Manager.



Logan International Airport

The Noise Abatement Office at Logan International Airport “is responsible for implementing noise abatement measures and generally monitoring community complaints and other aspects of noise effects from Logan Airport Operations.”





END



APPENDIX



Massport CAC

Mission & Goals



Who We Are

The Massport Community Advisory Committee was created in 2014 by the Massachusetts Legislature in the amended 1956 Enabling Act that established Massport, to represent the interests of the communities impacted by Massport's operations.

[The Massport Community Advisory Committee is a government agency in the Commonwealth of Massachusetts and is subject to the Commonwealth's Open Meeting Law.]



Massport CAC Mission

The mission of the Massachusetts Port Authority Community Advisory Committee is to be the voice of communities impacted by Massport operations; we collaboratively offer local, regional, and national solutions through advocacy, information and Authority oversight.



Massport CAC Focus for FY 17

- Create an Operationally Self-Sustaining Independent Agency
 - Organization Design & Staffing Evaluation
- Establish Sub-Committees and Engage Members
 - Identify and prioritize issues, opportunities, and action items
- Statutory Review and Recommendations to Meet the Responsibilities of the Massport CAC as Set Forth by the Enabling Act



Going Forward- Seize Opportunities

- Engage in the RNAV Study
- March 2017 General Meeting
 - Briefing on Runway Use & Impacts
 - Boston Logan Airport Noise Study (BLANS) Review
- Continue Process for a Hiring a Director of MCAC
- Reconstitute Sub-Committees
 - Aviation Operations
 - Environment & Health
- Continue to Prepare for a review of Massport and making recommendations to meet the responsibilities set forth in our Enabling Act