

**Date:** 2016 January 31  
**To:** Logan CAC Representatives  
**From:** Darryl Pomicter  
**RE:** Logan Community Advisory Committee Meeting January 14, 2016 Minutes

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**Time:** January 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:**

**Officer:** Darryl Pomicter, Beacon Hill, President; Jerry Falbo, Vice President, Winthrop  
**Representative:** Cindy Christiansen, Milton; Frank Ciano, Arlington; Dennis Duff, Watertown;  
Joan Falvey, Quincy ; Charles Gessner, Marblehead, Myron Kassaraba, Belmont;  
Irene Walczak, Hyde Park; and Jon Walzer, Marshfield

**Alternate:** Tom Ballard, West Roxbury; Harvey Steiner, Watertown = 11

**Proxy:** Gary Banks, Scituate to Pomicter; Dave Carlon, Hull to Pomicter; Bill Deignan,  
Cambridge to Kassaraba; Ralph Dormitzer, Cohasset to Pomicter; Jim MacDonald,  
Dedham to Pomicter; Bill Munroe, Salem to Pomicter; Alan Wright, Roslindale to  
Ballard; and Wig Zamore, Somerville to Pomicter = 8

**Call-In** Chris Marchi, East Boston, and John Murphy, Congressman Lynch, District  
Representative

**Special Advisor:** Maura Zlody, Boston, Environment

**Massport:** José Massó, Flavio Leo, Frank Iacovino, and Natalie Mohan

**FAA:** Terry English, Todd Friedenberg, and Michael Rawlinson

**Observer:** Katie Conlon, Milton, Board of Selectman, and Andy Schmidt, Milton, Airplane Noise  
Advisory Committee.

Darryl called the meeting to order at 6:10, and noted lacking quorum. With many "regulars" not present. But, proceeding with Agenda items and discussion. And, hoping for late arrivals for quorum to be able to conduct business. New Representative, Joan Falvey, Quincy arrived shortly thereafter; but quorum remained lacking by 1. Attendees introduced themselves around the table. Called-In identified themselves. And, Proxies were stated.

Darryl thanked Massport for attending again. Darryl thanked FAA for attending. Darryl noted guest observers from Milton.

Jerry updated on Massport Community Advisory Committee, noting 40 appointments by statute now missing only Melrose and Beverly (replacement). Next meeting to accept By-Laws and elect Officers (and possibly appoint Massport Board Member) scheduled January 28. The future of the Logan CAC with the new Massport CAC, after BLANS and with monitoring, was noted as intended but not known. Darryl noted in particular the >10 Logan CAC Communities, Boston Neighborhoods, and Representatives, long invested and experienced, but not directly represented on the new Massport CAC.

Todd Friedenberg, FAA New England, Regional Executive Manager explained the organization, structure of the FAA, including New England Region. And, Todd explained air traffic control from departure through arrival. Todd responded to several questions.

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/arc/key\\_officials/friedenberg/](https://www.faa.gov/about/office_org/headquarters_offices/arc/key_officials/friedenberg/)

Terry English, FAA, Air Traffic Organization, Eastern Service Center, System Support, Project Manager for BLANS gave an overview of BLANS: Background, Phase 1, Phase 2, and Phase 3. With Briefing Sheet, including 3 attachments: BLANS P3 Study Area Map, Phase 1 Change in DNL – Combined Alternatives Compared to Existing Conditions, and Phase 2, Level 1 and Level 2 Screening Determinations.

(It was noted that the updated Study Area Map is to be corrected to include: Hull, Belmont, Watertown, Lynn, and Marblehead. And, previously, Malden.)

Terry advised that she had just been notified by Gail Latrell that the FAA grant for Phase 3 will be closed September 30, 2016. [FAA and Massport had proposed revised P3 Scope and Budget, October 29, through CY 2016 (Option 2). And, after PMT Meeting November 2, revised by IC November 4, through CY 2016, Option 3. With Logan CAC Meeting November 12 not accepting decreased Scope, IC revised November 20 through September 2017, Option 4. And, to be consistent with CAC Motion, IC revised January 6, 2016 through December 2017, Option 5.]

Terry reported that FAA Legal had responded their opinion that Massport was compliant with LAIPP ROD Mitigation Measures. And, no further FAA and Massport reporting is necessary.

Tom Ballard asked what alternatives were available, when disagreeing with FAA and Massport?

Darryl responded, after their repeated decline, it seems increased State and Federal Political and Press pressure—and legal action.

Darryl requested Project Management Team Meeting ASAP, with FAA, Massport, and CAC Officers to try to agree on revised Scope, Schedule, and Budget. To be considered by Logan CAC, with Special Meeting and/or email discussion and 2/3 email voting Action By Consent.

José Massó, Massport, Director of Community Relations, gave an update, since the prior Logan CAC Meeting November 12. On Terminal E Modernization, Massport received Certificate of the Mass Secretary of Energy and Environment Affairs on Massport's Environmental Notification Form. Flavio Leo, Massport, Deputy Director, Aviation Planning and Strategy, added, acknowledging Public Meetings and Comments, the Secretary determined an Environmental Impact Review is warranted, narrowly tailored to the project and its specific impacts. Expecting a Draft EIR to allow review as a Final EIR.

José noted the need to reach agreement on BLANS P3 Scope, Schedule, and Budget. He noted additional requests for information from Logan CAC and from Logan CAC Communities. He repeated his offer from the November Logan CAC Meeting, stated in his January 13 Memo, Data Requests, for a written agreement that completes the BLANS this calendar year within the existing FAA grant amount supplemented by Massport for the request to the Massport Board for Basic Noise Information [Arrivals and Departures by Runway End, Noise Exposure and Impacts by Runway End and by Community from Runway End, Logan CAC Motion, January 2015] and for Historic Baseline of Operations [Arrivals and Departures by Runway End, pre and post new Runway 14-32, P3 Technical Committee Kickoff Meeting, August 2013].

Darryl responded that his Massport offer seemed to be a poison apple: Tests are being decreased from 4 to 3, without a Test including decreasing Night runway use noise impact, with no noise analysis of any Test, without any change in Massport noise reporting, and now with schedule suddenly being shortened.

Darryl asked if HMMH, Massport's on-call consultant, responsible for the runway use database and noise modeling and reporting could do the agreed noise information work rather than the IC, which should be faster and more efficient. Even without a Massport commitment to continue to report.

Flavio responded no, because Massport feels that would be a Conflict of Interest.

Darryl noted that Massport's 2002 LAIPP FEIS Mitigation Measures included Noise Study by Massport and FAA, Review of PRAS by Massport and FAA, and PRAS Monitoring and Reporting by Massport (without FAA). And, Massport's 2001 MEPA Section 61 Findings include: PRAS Monitoring and Reporting, Massport Quarterly Noise Reports, expanded to include a number of new reports, and additional reports over the longer term. Also, with Logan CAC support of PRAS already withdrawn, Massport and FAA responsible for the current PRAS system remaining in place until superseded. (With Section 61 Findings on the projection screen.) Darryl emphasized there have been no such reports since 2001!

Flavio responded that Massport felt they had complied with the commitment. Flavio responded that Massport intended to consider changes in noise reporting after BLANS and after the new Runway Use Program was agreed. And, after all Communities agreed on reporting requests.

Moving to Community additional efforts, Darryl commented that Massport's failure to report clearly and to provide noise information requested by the Logan CAC, encouraged Communities to make their own requests. And, the Logan CAC's inability to show results with Massport and the FAA encouraged Communities to pursue their own actions. Darryl commented that he understood the additional Community requests and pursuits, as caused by Massport and the FAA rendering the Logan CAC impotent.

Darryl noted that some Logan CAC Representatives have made their participation in the Logan CAC and in separate Community efforts with separate requests very clear—like the new Runway 33L Municipal Working Group. But, some had cited Logan CAC Representative to support their requests separate from the Logan CAC. Increasing delay and avoidance by Massport and the FAA with the Logan CAC and further handicapping the Logan CAC efforts

Cindy Christiansen read a statement that Darryl Pomicter's January 12 email to the Milton Town Administrator [responding to her emails and the December 22, 2015 letter from the Milton Selectmen] was inappropriate, inaccurate, and unfair.

Darryl responded simply asking all to read his detailed email.

In Public Comments, Katie Conlon, Milton Selectwoman, stated her support for Cindy Christiansen's comments. Andy Schmidt, Milton Airplane Noise Advisory Committee, Interim Chair, simply stated his support for Katie's and Cindy's comments.

Darryl noted that the next Logan CAC meeting is scheduled for March 10, 6-9 PM. And, intended bimonthly, second Thursday is May 12 Annual Meeting and July 14.

Motion to adjourn was moved, seconded, and approved unanimously at 9:00 PM