

AIRPLANE NOISE ADVISORY COMMITTEE MEETING MINUTES
THURSDAY, JANUARY 19, 2017

Chairman Andy Schmidt convened the meeting at 7:40 p.m. in the John Cronin Conference Room at Milton's Town Hall.

Members Present: Andy Schmidt, Chair; Michael Andresino, Vice Chair; Barbara Martin, Secretary; Cindy Christiansen, Logan and Massport CAC Representative, David Godine, Muna Killingback, Jennifer Goonan, Matt Crowley and Chris Zeien.

Members Absent: Sebastian Barbagallo

A motion was made by Cindy Christiansen and seconded by Andy Schmidt to approve the October 18, 2016 meeting minutes. The vote was recorded as five yes and two abstentions.

A motion was made by David Godine and seconded by Andy Schmidt to approve the November 16, 2016 meeting minutes. The vote was recorded as six yes and 1 abstention.

A motion was made by Andy Schmidt and seconded by Michael Andresino to approve the December 13, 2016 meeting minutes. The vote was recorded as six yes and 1 abstention.

The Chair began his report to the committee by giving data on noise complaints by Milton to Massport. Of the 83 communities listed on the report, there are a total of 38,046 complaints made, with Milton recording 21,796 of the complaints. Winchester, Dorchester, South Boston, and Roslindale are communities that are now listed as being included in the top ten communities registering noise complaints. Milton has the most activity and is number one on the list for registering complaints.

Matt Crowley asked if the reason for registering a complaint is published and what is done with the data once compiled?

David Godine stated that Dorchester's complaints have increased due to the increase in activity on 4L and 4R as well as having a newly appointed CAC representative.

The Chair then reported that as a result of early morning flight activity on December 6, 2016, Milton resident Gene Brown contacted Milton's CAC representative, Cindy Christiansen, to inquire about information on FLC (Flight Check) 71. FLC (Flight Check) 71 belongs to the FAA, is used to inspect instrument landing system (ILS) runways and is rarely seen in the public record. Given the path that FLC71 took, it is speculated that the purpose of this flight activity was to inspect 4L and 4R runways prior to initiating ILS operations on 4L.

Mr. Brown stated that this flight activity could have taken place during day light hours. Supporting documentation for this portion of the Chair's report was distributed to committee members and is attached to the minutes for record keeping purposes. It was also reported that consultants have been hired and have started design work for the 4L Environmental Assessment.

David Godine asked if Town Counsel is aware of this information to which the Chair responded yes. Mr. Godine also stated that with an instrument landing system (ILS), planes can land any time of day and could therefore increase traffic over Milton.

Muna Killingback then asked if the Town could file an injunction? Michael Andresino suggested that the grounds for doing so should be broadened to include health issues. Discussion followed as to the mix of jet planes and prop planes as well as the size of the planes that are flying in and out of Logan Airport. Although Massport states that the number of flights has decreased, the mix of the fleet is now different with larger planes carrying more passengers, contributing to more pollution. The Logan CAC pushed to get data from Massport to include prop plane flights as this data has not been part of their monthly runway use reporting.

Discussion then included how the Congressional Delegation can exert influence to help resolve the problem with runway restrictions. Darryl Pomicter, President of the Logan CAC, suggested lifting all restrictions during test periods for BLANS 3 work. It was then suggested that the Chair invite the Chair of the Board of Selectmen to the next ANAC meeting.

Cindy Christiansen, Milton's representative to the Logan CAC, reported that although funding for the Logan CAC has ceased, Darryl Pomicter would like to continue with the committee. As the Massport CAC representative, Cindy Christiansen reported that the Massport CAC is a state agency and that its enabling statute allows the MCAC to hold hearings and request records. At the Massport CAC meeting in December, there were two motions on the agenda that did not make it to the floor before the meeting was adjourned. The motions referenced are:

1. Base Logan's landing fees on noise generated by the landing aircraft, giving airlines an incentive for flying their quieter aircraft into/out of Logan.
2. Requiring vortex generators be used.

At the CAC meeting in December, Cindy was prepared to make the motion that Massport CAC hold a hearing to request information, but that motion was also was not presented due to the meeting being adjourned. Cindy also reported that the Executive Committee is the committee where most of the CAC activity is taking place. One idea from a Massport CAC member is to hire an independent Massport Noise Abatement Officer.

Muna suggested that this position be truly independent and Matt furthered her comments by saying that the agency appointed to monitor the noise shouldn't be the same organization responsible for creating the noise.

Barbara proposed meeting with the authority that appointed the Massport CAC to inform them if the Massport CAC is not adhering to the committee's charge. Cindy reported that it isn't a matter of following the charge but that MCAC Chairman wants to pursue a more collegial approach for the time being.

Cindy Christiansen then reported that Massport would be holding a hearing on February 22, 2017 on the MOU RNAV study. Questions at this hearing can only address the study proper.

Matt Crowley suggested that the "asks" from Massport should be:

1. Restrictions on night flights
2. Spreading of RNAV's
3. Dwell and persist
4. Data on how runway use is balanced.

The Chair then had the committee members introduce themselves to the newest committee member, Chris Zeien. Andy also reviewed for both Mr. Zeien and the committee, the committee's charge. Few actions can be taken independently by the Airplane Noise Advisory Committee.

Muna Killingback requested the distribution of reports from both the Chair of the ANAC and from the Massport CAC representative to members of the committee.

Chairman Schmidt stated that he is collecting reports on descent rates (less flaps, less thrust, less noise) and is cataloging this information. Muna and Jenn are working on the Health Study and will present at the next meeting.

Muna made the motion that the ANAC recommend to the Board of Selectmen that they that request state legislatures to hold a hearing at the State House on the impact of air traffic on local communities. After discussion of the motion, the motion was amended as follows, to recommend that the Board of Selectmen ask State Senator Walter Timilty to hold hearings at the State House on the impact of recent changes in Logan operations on local communities and health related issues. Andy Schmidt seconded the amended motion. The vote to approve the motion was unanimous.

February 8th is the tentative date of the next committee meeting.

A motion to adjourn was made by the Chair at 9:20 AM and seconded by Cindy Christiansen.