

Record Group TC6/1995

Massachusetts Port Authority Public Hearing Files, 1970-1986

Preliminary master plan meeting in East Boston, April 25, 1973 Tape 1

00:00:00,000 --> 00:10:03,800

Tom Callaghan: So that those who want to leave at a reasonable hour can do so, thank you. Ladies and gentlemen, this is the second of five informational meetings which MassPort has arranged to discuss with people that are neighbors to the airport on the subject of the preliminary master plan. The master plan is something which has been in the minds of a good many people for a considerable length of time. It's a subject which has various definitions dependent to some extent on what people desire to have in the relationship of the airport and the community. We're here tonight to try to begin a discussion of what this master plan actually is. As most people know my name is Tom Callaghan. I'm the director of community relations at MassPort. My function here tonight is to act as master ceremonies chairman of the meeting, and we are going to be informal. We had thought of having cards so that people would speak in order, but all we ask is that people raise their hands and people speak one at a time. The meeting is being taped and a transcript will be available. The purpose of this meeting is to have the input of the community so that we can develop a master plan which accommodates the volumes forecast for Logan Airport, and attempts to gain harmony with the surrounding communities. Let me introduce the people at the table here. On my left is Bill Lyden, member of the Massachusetts Port Authority board. Directly to my right is Al Bratt of the aviation department, and to his right is the aviation director Dick Mooney. Before I sketch in the purpose and the scope and the objectives of this particular meeting and subsequent meetings, let me say that Ed King couldn't be here tonight. He wishes that he could, but over the course of the past couple of weeks he's been involved in many many intra-Port Authority affairs and extracurricular matters which have kept him very busy. He will be here when there is a formal public hearing on the master plan. Let me start by saying that we're happy that the number of people that are here tonight are interested in voicing their opinions. We hope that everyone has the blue book which is available at the back of the room. We realize that if you come into the meeting tonight you haven't seen the blue book you're not going to be able to render any particular judgment, but in the course of the next couple of weeks if you care to make any written comment as the ideas come to you in respect to this master plan please send them to the port authority to Edward J. King executive director 470 Atlantic Avenue Boston, Mass 02210. All of the comments, criticisms, reactions will be considered by the staff of the port authority. The proposals both from the staff and the proposals from the community will be organized. There will be a draft master plan study organized and presented. This will be made available before the formal public hearing which will be sometime in the future, we just can't say exactly when because we realize that with five meetings throughout the general area of the periphery of Logan Airport there will be many ideas many criticisms and a good deal of work will have to be done. The blue book sketches in what is the fundamental considerations of the moment. The

opportunity, as I trust you understand, is not only tonight but is at a public hearing when the master plan study has been organized and written and graphically presented. Then of course, the master plan comes under the consideration of the Board of Directors of the port authority and they pass judgment on it, and then other levels of government pass judgment also. So that, I don't think that anyone wants to have a long preamble to this session. I know that there are many questions in people's minds. I would only offer this suggestion: that we will try to take questions from left to right, that is the extreme left section this section and then to the right just to keep a little order in the program. The outline of the preliminary master plan review will be given by Dick Mooney, the aviation director. We do have a film here which concerns the wake turbulence, which particularly affects small aircraft when they are following larger aircraft, and as Dick Mooney will probably explain, the separation of small aircraft from the movements of the large aircraft is one of the primary safety considerations involved in the proposal. That there be a STOL general aviation runway of 3,800 feet which would be located about, well on the Bird Island Flats. And Mr. Mooney will be glad to explain in any detail what this runway actually means to the operation of Logan Airport and to the community here he'll be glad to explain any of the other features of the preliminary master plan. So without further ado, I'd like to introduce Dick Mooney, so that he can get directly into the proposals that are before you tonight. Dick Mooney.

00:10:09:200 --> 00:13:16,000

Richard Mooney: As Tom indicated the blue book represents a staff indication of what we feel is appropriate for inclusion on a master plan, and they have not been acted on as yet by the authority board. I'd like to point out specifically that the port authority, based upon a recommendation by the staff, approximately March 1 did make some proposed changes. Actually agreed, or took action, to eliminate three projects from the airport layout plan which has been the Port Authority's master plan. Specifically these projects were the controversial parallel runway 1533, the possible fill of additional area within the Bird Island Flats area, or between the existing dike, which I'm sure you're all aware of in the Jeffries Point area, and a private Leone parcel of property which is on the north side of the airport. Now the port authority board agreed with this recommendation, and those items have been taken off from further consideration by the staff or for recommendation for inclusion in the final master plan that will evolve out of this process. So based--- with this start, a list of projects which the staff felt would be appropriate for inclusion in a master plan have been prepared and presented in a blue booklet which you've all hopefully received. This is not in any way intended to represent a master plan. It does represent the staff thinking as to what specific projects should be incorporated in a master plan, and the purpose here tonight is really is a first step in the process of obtaining input from the community in the development of this final master plan draft, which again as Tom mentioned will be developed and then distributed to the public and be the subject of a final public hearing. Following this will be action by the port authority board, and then the final action after that will be taken by the FAA to adopt or approve this plan. Now I'd like to just run through very quickly the major projects that we feel should be considered for inclusion

within the plan, and I'd like to ask you to project this, could we turn the lights down a little bit more so that would be easier to see?

00:13:17,800 --> 00:13:18,600

Stage Member: My flashlight.

00:13:24,160 --> 00:19:54,000

Mooney: Item number one, and each of these items are numbered on the plan. This is the same plan that's included in the blue booklet and will be pointed out by a, by the light pointer. First, is the extension of runway 9 a length of 1855 feet. Item two is extension of runway 4-left 2020 feet. Item three is STOL GA runway 1533 approximately 3,800 feet. Now these three items, as I'm sure most of you will recall, were the subject of a public hearing held by the port authority on the 10th of March. These projects are being considered, all of the comments received at that public hearing, are being considered. The FAA has reviewed the public record, and a very extensive analysis has been initiated, the first step being the public hearing as I say which was held on March 10<sup>th</sup>. Item four is dual peripheral apron taxiway system. The taxiway system actually is substantially completed except for the red portion, and it provides for a dual operation of aircraft around the entire terminal area. Five is the airfield taxiway system improvements high speed exit on 4--- runway 4-right. Now this runway will permit the exiting of aircraft as they land on runway 4-right. It will permit them to leave the runway prior to running the entire length of the runway, and we think we'll have some benefit particularly in the Winthrop area. The next item, six, is to fill the north infield area two ponds located between runways 22-left and 22-right. Purpose of this project is to fill the area and provide for a surface which will improve safety in case any aircraft goes off the runway. We have had a couple of instances where a plane did go off the runway and into those areas. The item seven is the fill of an area adjacent to runway 15-right for installation of a glide slope as part of an instrument landing system for a runway-15 right. Item eight is the pile and timber platform which will support a localizer again as a second component of the instrument landing system for 15-right. Item 9 is south terminal. This is a project which will cost--- the terminal building is approximately 40 million dollars, project cost probably close to 65 million dollars. This project has been approved by the port authority, and the question has been raised as to why this was included on the plan and I want to point out that at the time that this was prepared, it had not yet been actually voted and all action taken to include that as one of the projects. We did of course anticipate that it would be. Item 10 is a southwest terminal a satellite which would be in addition to what we more commonly refer to as the Eastern Airlines terminal. There are presently 15 gate positions that would provide for, 18 gate positions. Next item is Bird Island Flats, of course the fill area, as you well know, is substantially completed. We've included that primarily because of the fact that the projects such as the runway extensions will be built on this area, and also the area which is just, if you'll show them in the yellow area, will be utilized for construction of cargo, primarily cargo facilities. Next item is 12 which is an area that's available for the extension of Eastern Airlines hangar. We do have in the process of construction

in that general area a new cargo terminal. Item 13 is the north fuel farm area where we're relocating some of the fuel storage area from the south side of the field to the north side. Item 14 would be a sub-terminal facility. This is primarily as a as a point which would be tied in with a people mover system and provide for a check-in and baggage claim in an area remote from the terminals, and it could provide other passenger services that are presently provided within the immediate terminal area. Item 15 would be extension of the central parking garage if and when required. Now this very briefly outlines the basic projects that we the staff feel should be considered by all interested parties and by the board and ultimately by the federal aviation administration in the ultimate acceptance and the approval of a master plan for Logan International Airport.

00:19:59,919 --> 00:21:53,500

Callaghan: Would somebody turn up the lights again? Thank you Dick. We want to devote as much of the meeting as we can to questions from the audience we'll try to answer them as best we can. If we don't have all of the answers we will be glad to dig in and obtain what we don't have here tonight, so without any further preliminaries, unless someone doesn't understand the summary which Dick Mooney has provided. And we fully understand that no one becomes completely familiar with a master plan simply through an initial look at the blue book and the sketch that Dick Mooney has provided, but this is the beginning if other concerns or other reactions of any kind occur to you during the course of the next couple of weeks please send them in to us. Are there any questions on the left side of the audience or any comments?

Audience Member: [Inaudible]

Callaghan: We would like to have every speaker come to the front so that they will be properly recorded because we want to have a complete record of the meeting. And would you give your name even though you're widely known?

00:21:53,520 --> 00:23:10,500

George DiLorenzo: George DiLorenzo. Mr. Callaghan this is a very pretty picture and I want to complement your printer on the simplicity of it. Are you telling us that upon the implementation of this idea what recourse as the people in East Boston to stop the airport from doing it. Now I'm fully aware the purpose of this meeting. Ladies and gentlemen we always must fall into this trap. It's a trap, but it's part of the community in which we must be part of their reporting to the people. This is what is called meeting the criteria to establish the qualifications for federal funding. The question will be asked "Mr. Port Authority did you have any community meetings" and the answer is "oh yes we had one at the Quincy suite, we had one here, we had one there", so we are part of this plan. Well now if we have to be, the question here is when you do start this are there any permits that the state has to give you where we can go and appeal that this may not be started?

00:23:12,400 --> 00:23:16,300

Callaghan: Mr. Mooney would you mind responding to the question in regard to permits please?

00:23:18,320 --> 00:24:02,380

Mooney: Well representative, actually there are many different projects here that involve different types of permits. Now possibly---

DiLorenzo: I'm sorry Mr., would you just take that STOL program the one in Jeffries Point. I--- that was a stupid question on the whole package, I beg your pardon. Let's break it down into the part that's 11, that's green. The STOL and Jeffries Point going right over, I don't know if the people know what this means, but that's STOL going right over Maverick Square and coming right back. That extension down here fill in this land here and bring this here for a landing strip right in here at the STOL and come up along here and back again. What permits do you need from the state to start that or complete that?

00:24:05,200 --> 00:25:43,680

Mooney: As you know we applied or filed with the FAA our intent to request federal aid on that project, that along with the two runway extensions. We had the initial public hearing and this will go through quite a quite a process, so that the next step in that process is to have us further evaluate the comments and things that came out of the public hearing. Then this is considered by the FAA regional office. It goes from there to the Washington office, and then to the Department of Transportation, to the secretary, and then he'll act on that. If he rejects it then obviously it's a dead issue as far as federal aid is concerned. The--- if he says to go ahead and further the evaluation, then it goes to other governmental offices such as the Council on Environmental Quality and ultimately a decision would come out of that. Now there is, of course, the option that the port authority has of proceeding without federal aid, and in this case this is a project that is entirely within port authority boundaries. It does not require, for instance, any change in the harbor line and so forth, so that I don't really know that any specific pro--- approvals are necessary.

00:25:47,440 --> 00:26:13,100

DiLorenzo: Ladies and gentlemen that means that they can start on this Jeffries Point area without any assume, without notifying their butters, and start immediately.

Audience Member: They've started already.

DiLorenzo: I know they have. Now in this particular one here that you shoot out into the areas where 23 pieces of land and three houses--- I'm sorry.

Mooney: I'm sorry George.

00:26:14,640 --> 00:27:31,470

DiLorenzo: Oh I'm sorry, I thought you were speaking to me. I beg your pardon.

Callahan: No I just asking---

DiLorenzo: Oh I beg your pardon. I would like to leave the port authority with this particular committee group. I think that without getting bombastic, without really getting emotional about this, this might be that particular straw that's going to break the camel's back. I feel that I have

discussed this with many people in the area about the attitude of the port authority of just projecting through as you did at Neptune Road and Wood Island Park. I beg of you consider this, discuss this with the people, let's see if we can meet with unison on this project. I don't think the people from the first section are going to tolerate it, and I'm telling you something beforehand Mr. Callaghan concern yourself with this. I'm almost certain to tell you that there's going to be a real rocky road on this. Work somewhere with these people. I'm serious now. I'm not before T.V., I'm not trying to be--- I'm trying to be as honest as I possibly can. Think before you go on this, I'd say that.

00:27:33,200 --> 00:29:45,780

Callaghan: George may I add a few comments to the very important matter that you've brought up? Number one I was just asking Dick Mooney in respect to the eventuality that the Massachusetts Port Authority didn't receive federal aid and went forward on its own. It'd still have to be a vote of the authority to go forward on that. It isn't a matter which is presently committed to that extent. The other thing is that the purpose of this STOL general aviation runway is to separate the small aircraft from the lodge aircraft. That is runway 1533 would be used as it is now by the large aircraft. This short runway would be used by the smaller aircraft, and even though many people may not realize the importance of this separation, it is very significant in terms of safety. Because the large aircraft especially the most powerful ones, even though the latest aircraft are a bit more quiet than the 707s and the dc-8s which people have seen for many years, the powerful aircraft do churn up a great deal of turbulence and I would like to take a few minutes, if no one objects, it's a short little movie as to what happens when a small aircraft flies into the turbulence of a large aircraft. And if we can just take a minute, is it all set up Jimmy? We won't--- it's only seven or eight minutes but it does---

00:29:45,780 --> 00:30:02,580

Audience Member: [Inaudible] ---town meeting. Tom do you have any movies that show what happens when a small plane crashes into a building, a school, or a house?

Second Audience Member: ---show us the ending.

Audience Member: No I mean [Inaudible] ---one side, show them the other.

Third Audience Member: Right. That's---

Audience Member: [Inaudible]

00:30:03,200 --> 00:32:04,370

Callaghan: If people don't care to see this, we just want to make certain that they've been offered the opportunity because I sincerely feel that it is at the base of the particular problem of why the large aircraft and small aircraft should be separated. If it is the desire of the audience not to see the film, then we have no reason to thrust it upon them. I would conclude by saying that there have been statements made in regard to this 3,800 foot runway which, I submit, are not the statements of the port authority. Our statement is, and we have demonstrated it, that small aircraft can land and take off under visual flight conditions on this runway without

overflying Jeffries Point. We have also said that if and when there is an instrument landing system on this runway and there isn't any proposed at the present time, then yes there would be overflight of Jeffries Point unless at that time the microwave approach, which is a form of electro--- electronic guidance, was operative at that particular time. So that, I submit, our position is that under visual flight conditions there would not be an overflight of Jeffries Point to and from this STOL general aviation runway. George do you want to say something further?

00:32:05,039 --> 00:32:34,800

DiLorenzo: I just want to end my presentation by telling you is this any relationship to the bill before the house to extend the type of planes to land on the Norwood Airport? If this is true, it's going to pass the house as I see the exertion of a few of the legislators who are interested in aviation. And if this passes in the Norwood Airfield, then there's no need for this for the young guy, imagine you were just--- for these small planes you would just move this particular problem from here to Norwood, is that feasible?

00:32:37,600 --> 00:33:22,800

Callaghan: I gather what you're saying, and I have some familiarity that there is a bill proposing to transfer general aviation aircraft operations to Norwood.

DiLorenzo: Yes.

Callaghan: And you suggest that there may be a considerable vote in favor of this. I don't believe, but I'd prefer to have Mr. Mooney answer, that this bill or any similar bill George, if I understand it correctly, would actually transfer all general aviation, all small aircraft to Norwood. Perhaps Dick knows---

00:33:22,800 --> 00:33:24,200

DiLorenzo: Will it Mr. Mooney?

Mooney: No.

DiLorenzo: No, all right.

00:33:24,400 --> 00:34:09,300

Mooney: I'm certainly not aware of anything that would purport to do that, and I would doubt that it could effectively be done in in any case. For one thing, one of the major uses of this runway would be for the commuter lines, and about 65 percent of the passengers on these lines actually connect with the other airlines and on almost every flight there are connecting passengers, so that we don't see that the two are related. We do feel that such a runway is necessary for the operations that should be accommodated out of the central hub airport.

00:34:10,639 --> 00:34:17,400

DiLorenzo: Well I don't want to hog the microphone I'll be before you before the evening's over thank you very much

00:34:17,919 --> 00:34:37:679

Callaghan: Thank you. [Chatter]. Would you give your name and any affiliation Mr.---

00:34:37,679 --> 00:34:51,040

Cincioli: My name is Mr. Cincioli, I live in East Boston. I'd like to address Mr. Lyden, if I may? If we the people of East Boston oppose these plans and we submit enough signatures, would you vote with the people?

00:34:53,440 --> 00:35:33,000

Bill Lyden: At this time, I'm here primarily to get the feel of the people. I attended last night's meeting and I hope to attend the others. And why I--- why the reason that I am here is I'm trying to get the feelings of the people what they say what they don't say in other words get the pro and coins, so that when I am confronted with a vote regarding this airport or any other vote relative to the port authority that I feel that I will have that much more knowledge and will be more capable to make a fair and a just vote. To answer any specific question sir I'm sorry I don't think I can at this time because that is my purpose for being here.

00:35:34,200 --> 00:36:00,000

Cincioli: This is the greatest comedy since hell's apartment. Here the MassPort authority submitted a plan to the people of East Boston, and then they insulted us completely by saying half of the plan is already in progress, and then I asked a member of the board if he will listen to the people and vote with us and he went off on some tangent but he's going to listen to the people and then make a decision. What is the purpose of this meeting?

00:36:04,000 --> 00:36:51:500

Callaghan: I think that you know the purpose of the meeting Joe. The meeting is for the purpose of hearing comments such as representative DiLorenzo gave, hearing comments such as your making, it is all part of the record. It is also, if I may just add one more thing, it is part of a demand, a part of a very well-organized demand to have a master plan so that people understand what proposals are being made as a program and not as individual projects.

00:36:51,839 --> 00:37:17,900

Cincioli: Mr. Callaghan again I say this is a comedy of comedies. I feel like the straight man. I'm listening but I'm not hearing. I have attended meetings of the MassPort authority at least 20 years now, and on every occasion the people have opposed, you opposed, you oppose, you and you went ahead and did it. Not one time have you ever stopped any progress as you call the progress at the mass port authority because the people oppose you.

00:37:18,250 --> 00:37:34,500

Callaghan: Joe are you, excuse me I don't want to interrupt you, but if you are asking me not a rhetorical question but actually an actual question, may I ask you if you remember the parallel 1533 which was opposed by people and which has been withdrawn.

00:37:34,720 --> 00:37:55,800

Cincioli: Because you have other plans, you want to get federal money. In order to get federal money you have to have meetings with the people. This is the only reason we're having a meeting here is for you to conform with the federal guidelines so that you may receive money from the federal government to extend runways, and while the south parallel you're going to build that with no matter what we say here today, although you submitted that in your plan.

00:37:56,200 --> 00:38:22,800

Callaghan: Joe may I also say, I don't know as people really want a debate between you and me, but this is not a requirement of the federal procedure. This is something which is beyond the requirement. This is an attempt to try to understand the reactions of people and I fully realize that many of them are going to be critical, but this is not a requirement.

00:38:22,700 --> 00:38:34,600

Cincioli: I--- are you telling me it's not, it you, at the, at the opening of the meeting you mentioned the meeting at liberty--- at the life heart, the hallway at, where was it over in?

Callaghan: New England life Hall.

Cincioli: New England Life Hall. That was a requirement.

00:38:35,400 --> 00:38:37,200

Callaghan: Yes, that was a requirement.

00:38:37,200 --> 00:38:38,200

Cincioli: And this, and this is a meeting.

00:38:39,000 --> 00:38:48,300

Callaghan: This is not a requirement.

Cincioli: This is not a requirement?

Callaghan: No, this is something which we are trying to do---

Cincioli: And you wish to come to the people and ask their opinions of what's going on at Logan Airport?

00:38:49,200 --> 00:40:21,200

Callaghan: This yes in essence

Cincioli: The idea of the people. Do you want this these runways? Do you want this extension?

Crowd: No!

Cincioli: It's simple Tom. Who are we kidding? The people of East Boston are fed up with Logan Airport. We're fed up with all the progress, all our homes being taken, all the noise. We can't make Logan disappear, obviously. Logan's going to stay there, but stay the way you are, leave us alone. Is that so hard to understand? [Applause]. I mean we come to--- there's a meeting up at

the high school on Bussing, a meeting down here, we're tired of the meetings. We're tired of the MassPort Authority. Where does it end? Politicians just buy and sell them. We can't win a vote in the legislature. No matter where we turn we lose and yet you continue to have these meetings and insult us almost. It's insulting because we never win, we never win. So I asked Mr. Lyden, "If we disagree with you would you vote with us?" He said "Well I can't be sure until I hear everyone". Well you heard them, we don't want any more airport. We're tired of you. Please leave us alone. You just want a war? That's what we're getting into, an out and out war. It's got to end. I--- I don't know what else can be said we're here, we're here, again I feel we're here merely to conform with guidelines, you say no well I feel differently. I don't think the people are going to be heard today we haven't been heard for 20 years. We're not going to be heard I think it's a waste of their time. I think if the people were smart they just leave you alone here because you're not going to listen to us. If we said right now stop any part of this here you go on and do it anyway. Who are we fooling?

00:40:22,200 --> 00:41:39,600

Callaghan: As I mentioned Joe, the people did speak very emphatically in regard to the parallel 1533 the peril 153---

Cincioli: You keep getting back to 1533, I'm talking about this these new innovations of the MassPort authority.

Callaghan: I am merely replying Joe to your statement that the people have not prevailed in any instance. Now, I mean, I don't think it's going to serve any purpose for you and I to debate. You have made your statement. It is part of the record. We would appreciate any other statement that you have to make, and we would appreciate any other comments that other people would care to make. Now you can imagine that it's a pleasure for any one of us to come here and to have people feel as though we are trying to do something which they don't want. The port authority has, I'll finish Joe, the port authority has a responsibility to create the highest possible standards at the airport, and at the same time try to make the airport as compatible with the surrounding community as it can, and that's the only reason that we're here. We're not here for our pleasure.

00:41:39,600 --> 00:42:44,800

Cincioli: The most important thing in this world is people, and the MassPort authority has forgotten the people. We are the people, we are the ones that are suffering with the MassPort authority, and we are saying stop and stop now. I don't care if you want to put a two-foot load extended onto any runway, end it. It's got to stop someplace. The MassPort authority is the eighth busiest airport in the world. Do you have to be number one before we stop? What is the great purpose of it? Eighth busiest in the world and I dare say Boston isn't the 35th largest city in the world, yet we have the eighth busiest airport and you people publicize it so all over the airport. Why doesn't it stop here? You have reached the pinnacle of success, I I can't see it going any further. Why do you want to be number one? Why can't we end it? Why do you have to go on and on and keep it going on? I mean these people are tired of you. They suffer with the

noise. They suffer with the extensions. You take their homes. You force yourself upon us. Where does it all end? And you keep giving us the same thing: "we're going to listen to you but we'll do what we want anyway", so who are we kidding?

00:42:43,800 --> 00:

Callaghan: We spoke rather briefly, I think you'll admit. We are here to listen if--- if anyone has further comment on particulars or generalities. I see Mr. Stefano there would like to speak. If you have anything further Joe we'd like to have it on the record and---

00:00:00,000 --> 00:43:30:960

Cincioli: I would, again, I'm going to close just by saying the people are being kidded. The airport's going on. They're going to listen to you, go on with their plans obviously as they have in the past, and it's a shame. I think that maybe we should just, I don't know, maybe we should just fight them out in the open, the only way we know how. Maybe the people of bended knee have the right idea, fight them with guns if you have to, but I don't know how it's going to end. [Applause]

00:43:30:96000:43:34,000

Callaghan: Mr. Stefano if you don't, if you don't mind.

00:43:38,640 --> 00:45:43,800

Fred Stefano: My name is Fred Stefano. I live at 75 Saint Andrew Road, East Boston. I have a position paper here that I've been asked to read and I'm also a member of this committee, the East Boston master planning land use advisory committee, and it reads as follows: "The members of the East Boston Master Planning Land Use Advisory Committee voted unanimously to go on record once again as vehemently opposed to further expansive Logan International Airport. We feel that the series of public meetings are worthless since many of the points of discussion and projects have already been voted upon such as a forty million dollar project which includes twenty seven hundred additional parking spaces. It is inconceivable to think that anyone would deny the detrimental environmental impact created by this proposal if implemented. Furthermore, this project is not only environmentally unsound, but it is in direct conflict with the policy decision of Governor Francis Sargent related to ground transportation, balance transportation, and satellite charitable terminals for parking. Needless to say, it is totally inconsistent and incompatible with community plans, desires and needs, as well as a professional study pre--- prepared by the BTPI. Finally, your avenue of compliance with the FAA regulations is deficient in as much as you approach community people an agency after the fact, whereas the guidelines require communication and consultation prior to the publication of any preliminary master plan. We must be extended the right of due process." Gentlemen I made the statement and I just want to leave that with you and I hope that you take it under consideration when the time comes for you to vote on it, thank you.

00:45:43,920 --> 00:46:03,200

Callaghan: Thank you Mr. Stefano. I trust that some of the political leaders would wait a minute while some of the extraordinary citizens speak, Betty?

00:46:04,450 --> 00:46:28,250

Betty Mazzarini: Tom you got my opinion last night what I think of the MassPort and this whole project. Another charade---

Callaghan: Would you mind giving your name so this part of the record please?

Mazzarini: Oh, you don't know me. You don't know me? I'm Betty Mazzarini. I live at Maverick Street 299, East Boston. Tom Callan--- Callaghan and I are very good friends.

Callaghan: Thank you Betty.

00:46:28,250 --> 00:49:23,800

Mazzarini: Mr. Lyden, he wants to know how the people feel. If he doesn't know by now how we feel about the plans of the MassPort and the extension of Logan Airport, I don't know where he's been hiding because we don't want any further expansion, and I don't know how much clearer we can make it. Now if you want each and every one of us to come up and give our opinion or give our opposition to whatever is being proposed then we'll all file up and we'll state our name and our address and we'll tell you that we do not want any further expansion of Logan. You're hurting us, and you know the Tom. You're hurting us in many ways. People can't sleep at night, they've asked for a curfew. And we've come before you when we've begged and we've pleaded and you people don't hear us. Now why do we have to resort to violence before you will do something and believe us? Now you want the input from the community on these plans, what kind of input do you want? We're telling you we don't want any more expansion, that's the input we're giving you. Now you're going to consider it, or are you just going to listen and that's it, like you've been doing right along. You listen to us but you don't do anything about it. You're more concerned with the people that are using the airport than the people that are living around it. They're bringing you money. We can't give you money, we don't have it. We live here. We live here by choice. Why should we move out? We don't want to. I don't know if I have anything else here to say. When I'm sitting there and your talking, I can get up and say a million things because really you get to me and I'd like to just shout out, last night I shout out to Mr. Mooney in Winthrop because I'm sick and tired of listening to the lies that you people are trying to feed to the people that sit here. That come in good faith trying to believe you people. They don't know any better. They don't know that you speak very well, and you try really to come up--- come across as the good guy, but you're not really actually, you're the bad guy. And this is why I come because I know and I've gotten before you before Mr. Mooney and I called you a liar because you did lie, and you do lie, and you lie with a straight face, and that goes for each and every one of the MassPort Board. [Applause]

00:49:25,119 --> 00:49:28,780

Callaghan: Thank you Mrs. Mazzarini. Ms. Batister?

00:49:28,800 --> 00:50:02,400

Batister: Yes I just want to ask you two questions, you know where I stand Tom, but just as a point of information, what is the completion date that you expect this extension to be finished down here the STOL runway, and how will that affect 1533 in the traffic there? Will we get an increase in the larger planes up there? You know now sometimes they take off over South Boston right, but if you're saying that this runway is strictly for the smaller planes and 1533 is for the bigger ones, isn't this going to increase our traffic up there?

00:50:03,200 --> 00:50:06,190

Callaghan: I'd prefer to have Mr. Mooney answer if you don't mind.

00:50:14,240 --> 00:50:49,750

Mooney: To the extent that 1533 is not used by a small aircraft, then it does make it possible to have an airline type of aircraft take off on that runway.

Batister: You're saying we're going to have more traffic?

Mooney: I'm saying that you're going to have more traffic, and that is what has been stated in the environmental impact statement that was the subject of hearing on March 10<sup>th</sup>. That's what it said and that's what we believe.

00:50:50,200 --> 00:50:59,200

Batister: Then we will not get any relief by using that runway once in a while, you know that goes out over South Boston. And it will--- especially if you put in your new lights right?

00:51:00,000 --> 00:51:42,000

Mooney: I think that if you take a look at the environmental analysis it did demonstrate that there would be more takeoffs on runway 9. And for instance to the extent that a plane takes off on 9 it means that there will be less taking off on runway 4. So that, there are more people for instance off of the end of runway 4 or the other end on the 22 left end than off of the 27 end of 927, so that we're saying that there will be less noise exposure with the improvements that are proposed and without the improvements that are proposed.

00:51:42,050 --> 00:51:48,200

Batister: Less noise exposure on 1533? No.

Mooney: I think basically that it's about the same.

00:51:48,880 --> 00:52:02,600

Batista: And what date do you expect to have the STOL finished?

Mooney: Well it depends upon all of the analysis that's going through right now. It probably would be within two to three years.

Batista: Two to three years. Okay, thank you.

00:52:03,400 --> 00:53:25,400

Callaghan: Thank you Mrs. Batista. I'd just like to make a little interpolation that Mr. Mooney once again has attempted to answer as clearly and as honestly as he can, and I would add the further interpolation that we here are representing the airport operator that happens to be MassPort and if it were xyz company or the state there still would be the problem of accommodating the volumes that are forecast in the safest possible way, which means safety for the air traveler and safety for the people in the neighborhood. So that if you don't mind just consider the fact that the airport operator is represented by the people here in this initial step toward hopefully developing a program which is going to accommodate the volumes that are forecast for this airport which we didn't establish at this particular location and hopefully make it as compatible with this neighborhood and every other neighborhood as we possibly can.

00:53:27,000 --> 00:53:50,150

Mazzarni: Tom that volume can only be met if you people continue to expand. The volume that you have up to 1983 in this leaflet can only be met if you continue to expand. If you stop your expansion right now, you won't have that problem, you'll just have the people that are using it right now. Isn't that so?

00:53:50,559 --> 00:54:43,850

Callaghan: No I don't believe it is.

Mazzarini: Oh I do, and I'm not an expert on this.

Callaghan: No actually in the environmental impact statement, which was presented in respect to the runway improvements: the extension of runway 9, extension to 4-left, and the establishment of the 3,800 foot STOL general aviation runway we pointed out that if there was a do-nothing program, if the port authority did nothing, the volumes would still be virtually the same, but we're trying to accommodate these volumes in the safest possible fashion and we're here tonight to tell you that honestly this is the situation that we're involved in. So that you're entitled to your opinion Mrs. Mazzarini.

00:54:45,300 --> 00:55:37,600

Mazzarini: [Inaudible] ---improve conditions of the existing runways and the airport passengers now and make that a better safer airport rather than concentrating on extending runways and filling in areas so that you can build terminals. I can't see how building another terminal or putting up a garage that is going to hold 27,000 cars is going to--- is going to help, you know, the volume of the airport, unless you stop right now and concentrate on the safety of the airport you have now, invest in that. Because the more you expand the more people are going to be coming into Logan and it's not going to be safer for us and it's not going to be less noisy for us. That's common sense. I don't have your knowledge, but that's common sense.

00:55:38,799 --> 00:56:10,730

Callaghan: I think that, you know, we have both made statements Mrs. Mazzarini and---

Mazzarini: Thank you, for calling me Mrs. Mazzarini, Tom.

[Laughter]

Callaghan: Betty I didn't--- I didn't want to infringe on a very pleasant relationship by having people feel as though we were really friendly because perhaps some people might---

Mazzarini: [Inaudible]

Callaghan: Thanks Betty, I thought some people might misinterpret it. Mr. Cutler?

00:56:11,500 --> 00:56:20,080

Cutler: Mr. Callaghan, could you tell me roughly how many men are going to be employed with all this building that you're talking about?

00:56:21,040 --> 00:57:27,200

Callaghan: I think that question was asked to our chief engineer at an authority meeting recently and he said between two and three thousand people over the course of these projects.

Mr. Porzio?

Porzio: [Inaudible]

Callaghan: Would you mind waiting until you're---

Porzio: you people--- [Inaudible]. I don't even know why--- [inaudible]

[Multiple voices overlapping]

Callaghan: Mr.--- Mr. Cutler---

[shouting]

00:57:27,200 --> 00:57:45,680

Cutler: All the people that are pushing against the port authority, they're all doing great, and you know who the lushes are? We're the lushes. Just [inaudible] the only ones that are prospering are the ones that are pushing against it and [inaudible]. We're all in the same boat. [inaudible]

00:57:45,680 --> 00:57:58,500

Callaghan: All right, all right, thank- thank you Warren. [Applause]. Joe please, Mr. Porzio has something to say would you give me your name?

00:57:58,500 --> 01:00:27,200

Porzio: My name is Joe Porzio. I'm a resident in East Boston, explicitly at 297 Maverick Street. I'm indeed happy that that gentleman got up a little while ago and spoke about labor because that was just what I was going to speak about. And I'll come to it sir and that will answer your question, and so how many people are going to be employed there as opposed to one of my thoughts. Because if someone followed--- if intelligent minds would follow the thoughts that I'm going to convey, there wouldn't be one thousand, what was that quote Mr. Callaghan?

Callaghan: Two to three.

Porzio: Two to three. If you follow these thoughts and you bring it back to MassPort staff, you'd have three or four times that many people employed, and this is something--- and this is fruit for you Mr. Lyden because you represent labor. Am I right? Okay so this ought to be something worth your while. It seems kind of ironic that this day in light of the phasing out of our military bases here in Massachusetts, of the several air bases, that MassPort doesn't put its MassPort board or its MassPort staff mines and gear them to the thought of implementing a commercial basis here. Whether it be for private planes, STOL planes, or even commercial bases. Mr. Crocker snow has been on the air a few times and he's given his ideas, and believe me when you started the airport from scratch taking like even Otis Air Force Base or even Westover Air Force Base in the western part of the state, which is absolutely dying and my memory concerns me correctly. As far back as two years ago, two senators from that area brought a bill before the legislature relative to wanting to see that Westover Air Force Base be implemented to a commercial base because of the fact that it would employ many thousands. Now sir out there, can you visualize if all these military bases that were being phased out were converted into commercial bases that they wouldn't be more than two or three thousand people employed, as I told Mr. Callaghan there'll be three four times that many. Sir are you listening?

01:00:29,000 --> 01:01:14,200

Audience Member: Who are you talking to?

Porzio: I'm talking to you right now are you listening? Are you, or do you only listen to your own thoughts?

Audience Member: Look, you get smart. I take care of myself.

Porzio: Well I'm--- I want to penetrate your mind too.

Audience Member: [Inaudible] Who are you stumping for?

Porzio: Now, may I ask another question? Sir, would you be happy---

Callaghan: Mr. Porzio---

Porzio: Would you be happy if MassPort finally achieves all its goals and instead of the 38,000 people in the community you have now you'll wind up with about 10,000. Where will your little league be? Where would your little league be? When your time--- turn comes up then you come up here. Don't talk from the rear. You sit down now. You talk from here.

01:01:18,200 --> 01:02:57,200

Callaghan: Mr. Porzio would you just address yourself to the purpose of the meeting if you don't mind?

Porzio: Yes, this is part of the meeting Mr. Callaghan because it's only understandable that every time you people conduct meetings you make darn sure that these people who represent you are planted there. Laborers planted there all the time. Now I dare say where are all these people who stood up in March 10th at the New England Mutual Life Hall who were complaining about their very lives being taken away from them? Bread from their tables being taken away from them because of the fact that we want to stop progress at Logan Airport. Why can't they come up here now and argue against you and say "why can't we build the other airports where

we can be employed”, three-four times as many people can be employed there, but yet Mr. King gets on the phone as he under on T.V. last night and he says “we don't see anything happening in the foreseeable future in any of those bases”. Why? Because you people have lended their fear and you close your minds and all you're thinking of is in terms of Logan. And as long as you keep thinking in terms of Logan I'm hoping and praying that what happened to I-93, the lemon that has turned out to be, what is eventually going to happen in the city of Boston if more cars come in that eventually is going to choke a city that perhaps one day the good lord will see the MassPort Authority and Logan Airport choke itself to death. That's all I have at the present moment. [Applause].

01:02:57:440 --> 01:02:59,400

Callaghan: Would you give your name too Mr. Coughlin please?

01:02:59,800 --> 01:09:39,199

Martin Coughlin: Martin Coughlin, 64 London Street in East Boston. It appears to me that the purpose of tonight's meeting is working out very very well. When you're managing to pit East Boston residents against East Boston residents. There seems to be a new tact on MassPort on where the people out, drive them into the ground, run so many meetings that they can't possibly understand what is under discussion. Tonight we find an East Boston resident arguing against another East Boston resident. Perhaps Mr. cutler doesn't understand, but I do that East Boston could very well be providing thousands of construction jobs by building low and moderate income housing, but we can't receive federal funds because Logan international airports noise contours say that federal monies are not available for that type of construction. Yet it's ironic that that same federal government can turn around on the other hand and supply Logan International Airport with thousands upon thousands, never mind thousands, millions upon millions of dollars to destroy that neighborhood. We're concerned about recreation, we're concerned about where our kids are going to play ball, and I am indeed grateful for people like Mr. Cutlet who spends time working with the youngsters in the street. I don't happen to have the time to devote going to those little league fields. Unfortunately, I have to spend a lot of my time at the state house, or at city hall, or at the army corps of engineers, or like tonight in Assumption Church hall trying to figure out what this so-called master plan actually means to the people of East Boston. Earlier we've heard statements that this meeting is necessary to receive federal funds and you're just abiding by regulations of the federal government. I don't believe that you've never abided by them before. You've never abided by them before whether they be federal regulations, state regulations, or city regulations why should you abide by them now. That's not so, I don't believe it. I don't believe that your purpose is being sincerely carried out, in a sincere manner. When you say you want to work with the communities and you want to discuss your projects, yet you come in with a so-called plan that you really can't discuss anything on. That plan doesn't tell me why you're continually purchasing, or in the interest, of purchasing additional properties in Jeffries Point, Neptune Road, Bayes water Street, yet they're all very serious issues to me. It doesn't tell me what MassPort plans on doing with the

waterfront properties in East Boston. It doesn't tell me anything that MassPort really wants to do except justify its existence to the press. We've been putting the heat on you, and believe it or not, I realize that these meetings are only being carried out because of the numerous demonstrations and the amount of political clout that the people have by not giving in to you. You know, many of us here keep saying this is the last meeting I'm ever going to attend, but I look around the room and I see the same faces, we'll be here. If you run another meeting tomorrow night, we'll be here. If there's another hearing, we'll be there. When your permits come up we'll be there to protest them. But one of these days we're going to be also on the runways, we're also going to be on the roadways, and we're also going to be telling MassPort and the rest of the state there's just so long that we're going to play this game of charades. Now I've many many times told you I'll be the first one to stand in front of every car leading into Logan Airport. It is the worst designed airport in the country. Their access can be crippled with two automobiles as you've seen in the past, and if this is what it's going to take to make MassPort responsive to the people then so be it. We've tried to be reasonable. We've tried threats. We've sat down over lunch, we've had coffee together. I drink coffee with Tom, you can buy me coffee anytime, but the fact of the matter is that we really never resolve a problem, we postpone it. There's no doubt in my mind that that parallel 1533 was just temporarily taken off that map. The same as, the same as the expansion into Jeffries Point has temporarily been taken off the map. There's no doubt in my mind that even though MassPort has constantly said no more home purchases that they're going to abide by that decision. It's a temporary move 'til the political temple drops down. Well I have news for you, we're going to keep it up and I just want to make one more comment to you Mr. King, Mr. Callaghan. Well that was that was really a flaw because what I was thinking of in my head---

Callaghan: Freudian I guess

Coughlin: This guy with the big throne sitting up there giving all the orders, and now what I noticed that he's been replaced by I guess it's MassPort's David Brinkley and Chet Huntley show here I noticed that Mr. Mooney's come a long long way from the first public hearing that I've been at where he fumbled his lines a little bit, but we're all growing with this. MassPort has managed to produce the most articulate public speakers, most articulate candidates for public office. We probably produce more candidates for public office thanks to MassPort than any other area in the state. Now somewhere along the line, I happen to feel we're gaining on you and we're not losing. Somewhere along the line MassPort's now spending maybe five times as much on public relations, maybe a million dollars more on lobbying efforts. I feel we're getting you, and we'll win yet.

[Applause]

01:09:39,199 --> 01:10:25,300

Callaghan: I would--- I would just offer one sentence or two of rebuttal so that Mr. Venicci here might feel able to continue on this particular subject of the port authority buying property. By vote of the Massachusetts Port Authority board there is no property being purchased in Jeffries Point, there is no property being purchased on Bayes water Street, but after a request of the

people on Neptune Road there is negotiation going on to determine whether or not there can be an amicable program and I leave that to Mr. Venicci here so.

01:10:27,900 --> 01:11:58,600

Alvin Venicci: Thank you Tom. My name is Al Venicci, I live on runway 1533 Neptune Road. [Applause]. I don't think I have to let Mr. Callaghan or this body know my feeling towards the expansion of further of Logan Airport, but the main thing is this: we're here tonight for a purpose because they've kindly came to our needs which we've been asking for the past six or eight years in reference to a master plan. As long as they're here whether our efforts being here or not are going to do us any good let's at least find out what they're going to give us. Let's fight against it we'll just go ahead and say we don't want it they're going ahead and do it but at least let's voice our opinion. However my first question is we are having five preliminary hearings in different areas of the city, after these five hearings Tom if I remember correctly, at the March 10th board of directors meeting I believe it was stated that after these preliminary hearings with either the board of directors or whoever is part of the organization that the representatives from the governor's office, the mayor's office, and other representatives of the community would get together with the MassPort to discuss the final master plan to be brought back to the people? Tom do you remember?

01:12:00,000 --> 01:12:20,800

Callaghan: I don't recall that particular point perhaps Mr. Mooney or Mr. Lyden might, I do say that there have been certain discussions I'm sure that there will be discussions with the elected officials of the various communities involved. I don't know whether Mr. Mooney wants to add anything.

01:12:23,840 --> 01:13:01,400

Mooney: Hello we expect that there will be such a meeting, as a matter of fact there was one that was scheduled and due to some litigation it was temporary--- temporarily postponed so that we expect that there will. We have met with the staff, we've met with Senator Kennedy. We've met with the staff of Senator Brooke. We've met with quite a number of the congressional delegation, and we would expect that there will be further meetings in the very near future on the subject.

01:13:02,080 --> 01:13:21,500

Venicci: That's before it's brought back to the people?

Mooney: That will be before the final draft of the master plan study is prepared and certainly before it is then brought back to the people for a final hearing.

01:13:21,700 --> 01:14:38,600

Venicci: Thank you Mr. Mooney. One more question, let's turn to article seven state sites for navigational aids. I'm a bit confused in reference to that description, and the reason for my

question reading this out is I will follow it with a question. "The permit applications called for a filler area of approximately 600 by 3,200 feet to provide adequate glide slope reflection plane for category 2 instrumentation of runway 15-R from either its physical or displaced threshold lens. Further studies by the FAA have indicated that the minimum reflectance plane criteria from the displaced threshold could be met with a fill area of only fourteen hundred by nineteen hundred feet. This is the selected alternative providing category two requirements are satisfied". My question, is there any possible chance of that threshold being moved number one, either Mr. Mooney or representative of the FAA. Secondly were the powers of eminent domain by the FAA ever put into practice?

01:14:42:400 --> 01:15:52,100

Callaghan: Mr. Mooney?

Mooney: Well the last question that you have, I'm--- it's a responsibility of the airport operator to provide the site for a navigational aid. I'm not aware of any time that the FAA has ever attempted to exercise any power of eminent domain for purposes of providing the navigational aid at the airport. If the airport operator can't provide the site then, to my knowledge, there has never been an instance where they've gone and done anything to the contrary. Now as to the location, or can the threshold be moved, I don't exactly understand that except to answer this way that a threshold yes can be moved. We would not recommend that it be moved. We're recommending that the threshold be maintained at its present displaced location, which is about 890 feet from the physical end of the runway.

01:15:54,320 --> 01:16:11,100

Venicki: Granted. Okay maybe I use the wrong word in reference to eminent domain. In the event it doesn't meet the criteria and that threshold is moved the FAA moves in and calls it a safety zone what happens?

01:16:15,360 --> 01:16:23,200

Mooney: I'm--- I'm sorry I don't know what effect that that would have.

Venicki: Well it's under the same--- it's the same powers similar to you can't stay there because it's too dangerous, so you have to get out.

01:16:23,800 --> 01:17:02,980

Mooney: You're speaking of a clear zone?

Venicki: Yes that could be clear zone.

Mooney: Okay if you, if you moved the threshold back to the physical end of the runway then the clear zone minimum length is 2500 feet, and that's correct the clear zone in fact would move proportionately because that's the clear zone that you have now. If you moved it 890 feet, then it would move exactly that distance beyond the present line, which is where the fence line is which I'm sure you're familiar with.

01:17:04,800 --> 01:17:54,180

Venicci: Would it be safe to say that we'd never have to worry about that?

Mooney: In my judgment, I don't think that you will have to worry about that. Now that option exists today, and it has not been done the port authority when it extended that runway the users of the airport wanted the runway threshold to go to the physical end. The FAA seriously questioned the provision of federal funds in a runway with a displaced threshold, but that was an instance where the port authority unilaterally decided against the objective--- objections of the airlines and the FAA to displace the threshold 890 feet down the runway. So if it wanted to do it, it could do it today. It could have done it at that time, but it hasn't done it.

01:17:55,500 --> 01:17:57,600

Venicci: Thank you. Thank you Tom.

Callaghan: Thank you.

01:18:08:080 --> 01:22:11,800

Sarah: Representative Sarah East Boston. Glad to be here and I'm glad to see a preliminary airport master plan, but there's a few problems. As you look through this plan, and you look at the map for example at the end of it, you'll notice the plans for future expansion which are going to be devastating to this community in particular. You're talking about filling a lot of area, talking about filling area that's going to mean more trucks in East Boston. You're talking about filling an area at the end of Neptune road to house an ILS system. As far as I'm concerned it's not only to house an ILS system, but I believe it's the first step to that parallel runway that is supposed to have been discontinued. That goes too far to the north for my money. We've looked at that map, I got a chance to look at that map, and it does go to farther than not it almost goes to the point of that proposed parallel runway. We don't want to see that kind of a thing. Even more important though, is the purpose of this meeting. Time and time again we'll call a meeting. Every month or so we come, sit, talk, whether it's at New England Life Hall or at the Assumption Hall or wherever, and talk and come in all earnest to try to stop expansion. To try to save a community that is dying because of airport expansion. We have a meeting here tonight, what is the purpose? To show us this report? Fine. Granted this is what we've been looking for, but what input has this community had in the development of this report? That's what we're looking for. We're looking to save our homes. We're looking to save our community. We want to look at the airport, we want to work with the airport and say "gentlemen you're going to stay there and you're not going to go away, we know that, but that's enough. You've taken enough of our community". We've gone from a population of over 80,000 people to a population of less than 38,000 people. What's happened? Expansion? Yes. How can we convince you to sit down with groups in this community in all earnest and say, "This is what we plan to do. This is what we'd like to do, what would you like to do"? Because each and every time you come to a hall, you're going to have the politicians there and they're going to get up and tell you why you shouldn't expand. You're going to have the concerned citizens in the in East Boston, and Winthrop, and South Boston, and parts of the city of Boston come and say to

you “We don't want to see expansion”, this you know. That's a fact of life, they do not want to see the airport continue to grow at the expense of these surrounding communities. So I say to you gentlemen that if you would like to see not only this preliminary report become a reality I say it's time to bend. It's time to sit down and get input from the community because we have had enough we cannot take anymore. We're talking about airport expansion. We're talking about new tunnels going across the harbor. How much more can this community take? It's time we said stop.

Callaghan: Thank you.

[Applause]

01:22:22,080 --> 01:24:15,900

Carol Pagliaro: I'm Carol Pagliaro and I live at 363 Sumner Street. I'm sure that you found Mr. Cutlet's remark somewhat gratifying because you have endeavored to con the people, but the truth of the matter is that while you may have conned a few of them, most of them are on to you because these few bones that you offer, that you throw to us, they're just token gestures. I mean you take away so much and you give so little in this you know I have seen firsthand having lived on Neptune road since I was four years old and remembering what the neighborhood was like and what you turned it into. I mean at one time there were handball courts, they were baseball fields, there was a wading pool, there were ponds, skating rinks in the fields, there were places to go boating, they were basketball courts, and then before you knew it the airport moved in leveled everything, but they gave us a playground I mean that is really marvelous. So I mean you know how can you justify what you're doing? I was brought up to believe that I'm living in a democracy, but it turns out that growing up in the shadow of the airport you're living under a sovereignty. They're under the divine right of kings. And if there's one thing that you learn very well it's that “thy will be done”, meaning the will of the airport. It seems as though the people themselves have no rights whatsoever, or am I mistaken? Could you tell me if we do have any rights? Other than uttering meaningless empty words? I mean most of us are here--- would you like to answer it?

01:24:19,040 --> 01:26:02,590

Callaghan: I'm never averse to answering any reasonable question, and that's a reasonable question. I tried to say once before that we here as representatives of the airport operator. We're the people that have to make the decisions on an airport which was established here long before Massachusetts--- before the Massachusetts Port Authority came into operation. We are charged with enormous responsibility of making that airport safe for air travelers and for the people who are overflowed, so that if any organization were running the airport and that organization had any respect for its own responsibility it would have to concern itself with the safety of operations. We are attempting to do that, and we're here attempting to set forth what the best technical people say is necessary for the volumes that are forecast, not the volumes that we have presented, not for the volumes that will come if we discontinue any improvements on the airport, but for the volumes which we submit will occur whether or not there are

improvements in the airport. So we are trying to make the airport an improved airport. So I don't---

01:26:01,200 --> 01:26:05,200

Audience Member: That still doesn't answer her question. That's not answering her question. Do we have a right?

01:26:07,199 --> 01:27:00,390

Callaghan: Of course you have rights and that's why we're here to have your people express your rights. I submit that the people who fly have some rights too. They don't--- they don't surmount your own rights, but they have a right to believe that if they're using Logan airport that it is going to be a safe airport and they're going to be able to move in and out of there with reasonable dispatch if they come by automobile or bus or anything else. So that, we are trying to exercise our responsibility. We trust that we're doing it in a reasonable manner. We're here to say to you people what do you think of these initial proposals, I realize that you've expressed yourself on them.

01:27:00,800 --> 01:27:28,700

Pagliari: But you contend that the main reason behind expansion is safety, but from our point of view from, where we're standing you're increasing the hazards that we have to contend with. I mean the fact that more planes are going to be flying over increases the chance of an accident and an increased chance of an accident would increase the possibility of losing lives, of a tragedy occurring.

01:27:29,650 --> 01:27:41,900

Callaghan: If you care for an answer I would say that whether or not the airport is improved there will be a certain increase in the volumes of operation. So we're trying to---

01:27:41,900 --> 01:28:47,998

Pagliari: Then how can you justify that by saying it's going to make things safe, safer? To me it seems like it's going to make things more hazardous, and it's going to make our living conditions more intolerable. I mean I've lived with the noise for 20 years and I moved to Sumner Street and it was nice and quiet, but you know for a very short time, and now I'm going to have to put up with planes going over my house again. I mean it seems like we have no rights at all. It's practically criminal what you people are doing. We haven't got the right, basic rights are being denied, us the right to live in safety. We can't even have a tolerable noise level, and what do you there is no compensation whatsoever for people that have suffered hearing loss because of your planes. I mean I know of people that are trying to raise children on Neptune Road, they're kids petrified to go out and play. I mean I think that's denying people a basic right. Life, liberty, and the pursuit of happiness, and these kids are afraid to even poke their noses out their doors.

01:28:48,320 --> 01:28:56,190

Callaghan: We recognize a special problem at Neptune Road. We are doing what we can to reach some agreement on that problem.

01:28:58,639 --> 01:29:04,200

Pagliaro: But I think, you know, this policy of expansion is going to create more and more and more "Neptune Roads", this is just the beginning.

01:29:06,719 --> 01:30:01,540

Callaghan: I didn't design the airport improvements. You admit that you are not familiar with the operation of the airport. We are submitting to you, honestly, the best and the most limited improvements that we feel will accommodate the volumes in the safest fashion, which means safety for the air travelers and safety for the people on the ground. Now I mean you're entitled to your opinion. Your rights are protected by numerous laws, and one of the reasons that we're here tonight is to get started a process in which your rights will have a chance to be exercised. I don't know what else I can tell you. I wish that I could convince you that we are trying honestly to do the job that we have to do to operate an airport. We didn't put the airport where it is you know.

01:30:01,760 --> 01:30:25:400

Pagliaro: But you know you're saying one thing and you're doing another. You're saying well it seems to me that only the welfare of the Massport Authority is considered. That's given priority over the welfare of the people. What's good for the Massport Authority goes, regardless of what effect it has on the people, I mean history has proven that out.

01:30:26,000 --> 01:31:34,150

Callaghan: I would--- I would imagine I don't really want to do anything other than to respond in a reasonable fashion to your questions, but I do suppose that if the Massachusetts Port Authority decided to do nothing about the airport they would probably earn more money because they wouldn't have the additional expense of these operations. So that I don't think that that argument is particular--- particularly sound, but I mean we're here to have people express their opinions as to whether or not these limited improvements, and believe me there's an attempt being made to make these pro--- improvements as limited as they possibly can be for an airport with these volumes. Now you're perfectly entitled to your own opinion, and you are beginning a process in which your rights will be protected by numerous statues. I thank you for making your opinions known.

01:31:34,639 --> 01:31:49,450

Pagliaro: Thank you, I just hope that the words weren't empty and meaningless like so many words in the past.

[Applause]

Callaghan: Mr. Ingeneri?

01:32:00,159 --> 01:33:27,600

Peter Ingeneri: Yes. My name is Peter Ingeneri. I'm a resident homeowner on Neptune Road. There's a few things I'd like to say. First of all, I'd like to go on record as saying that no one in this auditorium or outside of it has ever been authorized to speak for me. And I resent it when people get up and say we want this we want that. It may well be that we do agree with the speaker, but let each of us have his own say. Now specifically I'd like to address myself to two of these proposals, and in doing so I'd like to state for the record that I don't feel that every one of these suggestions being made in this preliminary master plan should be opposed by a resident of East Boston simply to indicate that he or she is loyal to East Boston. There could well be several of these which do not affect the quality of life and which should be implemented, but I feel that any that do further result in further deterioration of the quality of life for East Boston residents should be strenuously objected to. Now Mr. Mooney without attempting to entrap you I'd like to ask you a few questions on item seven. All right can you hear me now?

01:33:31,440 --> 01:33:43,960

Mooney: No, a little closer

Ingeneri: How is this? Is this better? Fine. All right, now in connection with number seven, is it a fact that with present instrumentation runway 15-r is perfectly safe?

01:36:46,000 --> 01:34:00,300

Mooney: Yes, I would say that 15 right is safe under the present conditions and present instrumentation, but again we must say that it can be made safer.

01:34:00,900 --> 01:34:18,200

Ingeneri: True. Secondly, is it not a fact that the result of this further instrumentation would be for permitting flights under weather conditions which presently do not permit flights?

01:34:19,620 --> 01:34:48,000

Mooney: Yes that is correct. It will not change the attitude with at which an airplane approaches, the runway the altitude for instance over the houses, but it will permit aircraft to land during weather conditions that are not permissible today.

Ingeneri: Thank you now---

Mooney: The difference, excuse me, the difference is between category one and category two.

01:34:48,000 --> 01:34:56,190

Ingeneri: I understand. Now would not the net result of this instrumentation be an increase in flights over Neptune Road?

01:34:57,180 --> 01:35:38,600

Mooney: Yes. Let me say that we have estimated that it could permit something less than a one percent increase. Now I'd like to hasten to say that when you when you point out that it does make it possible to land something less than one percent more aircraft that in the process you're making it safer for the other 99 percent of the aircraft that will approach that runway because there is improved precision, and as we've pointed out before, when you have safety for the airplane and the passengers it's safety for the people on the ground.

01:35:39,000 --> 01:35:41,200

Ingeneri: Mr. Mooney is the instrument---

(Continued on Tape 2)