

Record Group TC6/1995

Massachusetts Port Authority Public Hearing Files, 1970-1986

Preliminary master plan meeting in Revere, April 26, 1973 Tape 1

00:00:00,000 --> 00:01:59,300

Callaghan: Good evening I don't think it's--- I don't think it'll serve any purpose to delay any longer. We appreciate the fact that 20 or so of the people in the community have come out on a night like this. We wish there were more people here and I know that you do too, but I'm sure that you people can tell others of what we present here tonight. My name is Tom Callaghan. I'm the director of community relations at the Massachusetts Port Authority. On my right here is Al Bratt of the aviation department and to his right is Richard E. Mooney the director of aviation. Our purpose here tonight, as far as Massachusetts--- as far as the Massachusetts Port Authority is concerned, is to present the preliminary master plan so that we can begin a process of developing a master plan which will take into consideration the accommodation of aircraft volumes at Logan Airport, and also to take into consideration the needs and the attitudes of the community in respect to noise and everything else associated with aircraft movements in this area. We have here a film which some of you may have seen, yes?

00:01:59,400 --> 00:02:23,200

Lynn Mazarella: Mr. Callaghan I believe there are seven citizens of Revere at this meeting and there are more members of the Massport than there are citizens. Would it be possible to postpone this meeting as it has not been adequately announced? What seven citizens of Revere say is not representative of the whole community.

00:02:24,959 --> 00:03:37,400

Callaghan: Well we did attempt to publicize this meeting and I might mention that we did advertise in the local paper, we sent a notice to all of the pastors in the area and asked them to put it in--- put it on their bulletin boards and otherwise let people know. Now I appreciate that it is a small audience, but for the benefit of the people who are here we want to give them the benefit of our preliminary views on a master plan, and we certainly would welcome any suggestions that you people have. If there is another opportunity to present the information to a larger audience we'd like to do that, but as long as this has been scheduled we feel it's only fair to make the presentation and go forward from here.

00:03:37,500 --> 00:03:46,700

Lynn Mazarella: In connection to that I just, can everybody hear me?

Audience Member: Step to the microphone.

Lynn Mazarella: You're going to---

00:03:50,959 --> 00:04:06,850

Lynn Mazarella: I might as well say my name. My name is Lynn Mazarella, I live at 149 Endicott Avenue. In connection with that Mr. Callaghan I know there are reporters from The Lynn Item and a Boston paper here, may I ask publicly if there is a reporter from The Revere Journal?

00:04:07,599 --> 00:04:16,250

Callaghan: Is there a reporter from the Revere journal? I believe not.

Mazarella: Okay, there's no reporter from the Revere Journal okay, thank you.

00:04:22,720 --> 00:07:08,000

Callaghan: I think we might just begin immediately with just a brief prelude. The Massachusetts Port Authority, the operator of Logan Airport, is attempting to develop a master plan which as I've mentioned will accommodate the volumes that are forecast at Logan Airport over the next 10 years, and at the same time determine just everything that is in the minds of the people here. Any suggestions, any criticisms, any reaction at all to the initial preliminary master plan. Now we realize that if people have not received the master plan prior to this evening that they may not understand fully, even though Mr. Mooney will sketch in the proposals. We would welcome any written comments over the course of the next couple of weeks. They will be made part of the record. What is said here tonight, excuse me, will be on tape. It will be also transcribed in written form. It will be reviewed and analyzed by Mr. Mooney and his staff and by the executive director Edward J. King. Following the analysis there will be a draft master plan study and this will be made available to the people. Following that there will be a public hearing. This is merely an informational hearing, but after the draft master plan is made available there will be a formal a public hearing. Then there will be further reviews by the Massachusetts Port Authority board of directors, by other governmental agencies, and then a final judgment will be made by the Department of Transportation in Washington. At this point I'd like to introduce our aviation director Richard E. Mooney who will describe the initial ideas involved in the preliminary master plan, Dick Mooney.

00:07:11,840 --> 00:09:45,100

Richard Mooney: I'd like to review very briefly with you the principal items that the staff of the Port Authority feels should be included on any final master plan when it's adopted. This is the proposal, a preliminary proposal, and will be considered for inclusion on the draft plan, and of course after that we don't know exactly what will be involved, but we will present as Mr. Callaghan said a plan which represents not only staff thinking but the comments that are received from interested parties. Now in starting out I'd like to point out that this proposal that the staff has does not include several projects that have been contained over a period of years on the Port Authority's master plan. On the first of March the Port Authority, following the recommendation of the staff, elected to remove certain projects which they felt no longer should receive the consideration further by the either the authority or the FAA and Department of Transportation. The most controversial and best known project was parallel 1533. Another major deletion was the possibility of fill located between the present Bird Island Flats area and

Jeffries Point. A third area was the possible acquisition of private property which is located in the north hangar area. There were some other projects also that that were deleted. One was the parallel 927 and the other runway improvement was the extension of runway 27. So I'd like to if we could turn the lights down and, or whatever is necessary to project these pictures. I'll run through this very quickly and you'll have an opportunity to raise any questions that you might have or discuss any of them in whatever detail you might wish.

00:09:46,550 --> 00:10:02,300

Audience Member: I've got a question--- [inaudible]. I picked up one of these brochures "What is Massport doing about aircraft noise?", and I'd like to just read one paragraph it says---

00:10:02,640 --> 00:10:07,675

Mooney: Well I wonder if you would let us please let me make this presentation.

Audience Member: Well I think this relates to what you show us.

00:10:07,675 --> 00:10:15,519

Mooney: Well let me show it, it'll take about two minutes and then you can speak.

Audience Member: Well yeah, but I mean I think this is really important to people of Revere here.

00:10:15,519 --> 00:10:27,400

Mooney: well we'd like to make a presentation please. You know we're asking just the courtesy that you listen for just a moment.

Audience Member: I know but your presentation will be worthless if you can't answer my question, really.

Mooney: Well, go ahead read it.

00:10:27,640 --> 00:10:52,960

Audience Member: Thank you it says "In--- in a further effort to bring relief to heavily noise impacted areas in Revere, Massport agreed to purchase three schools in the approach zone so that the students may be relocated to another part of the city unaffected by aircraft noise." Now I don't know where the three schools are on that map. Can you point them out? You know that's, I can't even find Revere on the map.

00:10:55,279 --> 00:18:51,800

Mooney: Let me explain this and then we'll get on to that particular item. First is item number one, extension of runway 9, which is 1855 feet in length. Number two is extension of runway 4-Left approximately 2000 feet. Item three is the STOL general aviation runway 1533 3830 feet. Now these three projects were the subject of a detailed hearing and a study which was presented and made available to the public at a hearing on March 10th of this year. Item number four is the dual peripheral apron taxiway system. There's just one small portion that

remains uncompleted, and this system provides for two-way aircraft circulation around the perimeter of the terminal area. Five is the airfield taxiway system improvements, a high speed exit for 4-right. This would provide for exiting of traffic landing on 4-right prior to reaching the Winthrop area and a portion of East Boston. The next item would be the number six north infield grading and drainage would fill two ponds located between runways 22-left and right. This is primarily a safety consideration. Items seven and eight are part of the same thing, site preparation and construction of a platform for installation by the FAA of two of the basic components of an instrument landing system to serve runway 15-right. Item nine is the south terminal. This terminal has been committed, but it was included on this since the contract had not yet been let. Item 10 southwest terminal satellite. The addition of a satellite to the southwest terminal, occupied primarily by Eastern Airlines, would increase the capacity from the present 15 gates to 18 gate positions. Item 11 Bird Island Flats. This Bird Island Flats area is substantially completed as far as fill is concerned, but as yet no construction has been performed other than a portion of the outer taxiway, and on this location we propose construction of primarily our cargo facilities. Item 12 is support facilities Eastern Airlines hangar extension that is composed primarily of the old air National Guard area and would provide for an area for the extension of Eastern's hangar. 13 would be installation area for a fuel farm. We currently have three airlines with storage in this area and we have space available for two more operators. This will provide for relocation of the present storage area on the south side of the field. 14 is a sub-terminal facility which would be located in between the--- on the outer side of the parking garage area, but in the center of the terminal area and would provide a terminal point for a people mover system if and when constructed, and also would provide for a point for pickup and delivery of baggage without going into the more congested terminal area. Item 15 is the central parking garage edition which would provide--- be provided if and when needed based upon the parking demand. That's all of the items that like to mention. If you'll notice I would like, I wonder if someone turn on the lights please? The plan actually as the gentleman pointed out, or this photograph, was not intended to be the plan. This is not the Port Authority's master plan that's being presented. It represents preliminary information containing the major items of development suggested by the staff. For on the airport, if you'll notice, it does not in any way discuss the questions of access and many of the different factors which are considered in the planning of an airport in the off airport areas. There is a general statement that is made, I forget exactly what page it stated on, but it's the suggestion that no further property is needed for airport development purposes, but that if for noise abatement purposes the community and a majority of the people that are involved wish the purchase or to sell their property then it would be considered. Now this is only a recommendation by the staff does not in any way represent board policy. As a matter of fact the board has decided that it would not purchase any additional residential properties in the vicinity of the airport until further study, and there of course is a good probability that they may not at all, we just don't know. But in any case, it would be a decision of the people that are directly involved and ones that would come to the Port Authority and ask to sell their property. The Port Authority has no intention whatsoever of condemning or obtaining property purchases through the eminent domain

process. Now the Mr. Callaghan may want to respond in a little bit more detail as far as the negotiations between the city of Revere and the Port Authority with regard to the schools, but this is in the a process of negotiation. It resulted--- interest on the part of the authority has resulted only because of the request made by representatives, elected representatives, of Revere. We did not in any way make any proposal for the acquisition of this property. We're trying to give consideration in response to a request that came to us as I said from elected representatives, and this is a matter of whether or not the community wants to do it. If the community doesn't want it, then I'm sure that the elected representatives will carry out their wishes and this will determine what eventually is done between the Port Authority and the city.

00:18:54,880 --> 00:19:06,720

Audience Member: Can I say something? It was my understanding---

Callaghan: Excuse me, would you speak at the microphone? Would you give your name and any affiliation you have?

00:19:06,799 --> 00:19:39,000

Robert Masarella: My name is Robert Masarella and I'm at Winthrop of Beachmont, and it was my understanding that the Port Authority made a stipulation that they would go along with buying the three schools if they were community involvement on the part of the citizens of Revere. As far as I know there has been no community involvement. We come down here to a meeting and they said we're going to have a new school and here's where it's going, and therefore I'm against the new school I don't like where they're putting in the first place, and I just want to put it on record so that you will know about it.

00:19:39,680 --> 00:19:41,321

Callaghan: Thank you

Masarella: You're welcome

00:19:44,400 --> 00:19:54,240

Callaghan: Yes go ahead Helen. Would you mind coming to the microphone so we have a clear record and we can hear your voice clearer?

00:19:54,240 --> 00:20:35,482

Helen Zuko: My name is Helen Zuko and I'm from the Chelsea Pollution Control Committee and I have a question in reference to the thing that's not on the screen now Frank. I would like more information on runway 4-right where they have that little curve, coming up from Winthrop. Yeah right there. Now it seems to me that that is an extension from runway 4-right, going up Frank all the way. Now I don't understand what the red line is going to the left.

00:20:38,480 -->00:21:40,360

Mooney: The red line is a taxi way for aircraft to exit the taxiway when landing on 4-right. Now you'll notice that there are a number of turn offs, Armand would you indicate where they are now? Now if an aircraft, and they fairly often do, miss the last turn off right at that point then it means that the aircraft has to proceed all the way to the end, and of course that's a matter of efficiency as far as the runway is concerned but also as it's quite obvious when you get down into that area it's closer to the residences so that we feel that it will eliminate unnecessary aircraft traffic down in that location. Not too many aircraft actually have to, from an operational standpoint, go all the way to the end of the runway, and this would be a turn off which would be better from a noise abatement standpoint.

00:21:40,960 --> 00:21:56:480

Zuko: But the question that I want to present now, if that's the case, then if the weather conditions were poor the aircraft could then go to the end, all the way up Frank, right, to the end of that runway and create the same noise problem that now exists, is that right?

00:21:58:240 --> 00:22:07,080

Mooney: Well I don't think that the weather would make any difference---

Zuko: Under any circumstances now that they're using that runway. Could they still exist?

00:22:08,000 --> 00:22:32,880

Mooney: The runway will be used exactly the same in the future if and when this taxiway were constructed with the exception that a certain number of the aircraft that are having to go to the end today can exit the taxi--- on that taxiway prior to going to the end, so that it will not have any effect, I don't exactly understand what the point is.

00:22:32,880 --> 00:23:24,440

Zuko: Well it appears to me that that's going to be, you know, like you're trying to make it as if it's going to be a noise abatement procedure, and I'm differing with that because under normal circumstances if the aircraft go to the left it may simply mean that it will be a noise abatement, but I have known that in several cases just because it's stipulated as a rule in a regulation that if there is an extended runway, all the way down Frank, then the aircraft if they desire, the pilot is then going to take that procedure and the Winthrop area is still going to have a noise problem and that's--- I just want the people to know that I want to go on record saying and stating that that is not in all cases going to be a noise abatement procedure and I think it should be brought out.

00:23:25,039 --> 00:23:56,800

Mooney: Well I think that you must have it mixed up that--- I don't know whether you're referring to a taxiway before the start of the takeoff roll. A pilot normally goes to the start of the runway even though he can get off in less length, but in landing I'm I've never known of any

pilot that intentionally ran further down the runway then was convenient, I mean there'd be no no purpose.

00:23:59,440 --> 00:24:20,360

Zuko: You're misunderstanding the whole thing. I'm not saying intentionally that anyone is going to do that, but I don't want the people to be misled with this preliminary master plan thinking that that is going to eliminate some of the noise problem because the situation isn't going to really change that much as far as I see it.

00:24:21,060 --> 00:24:31,640

Mooney: Well would you admit that some aircraft might turn off at that taxiway that otherwise if the taxiway were not there they would have to go all the way down to the end?

00:24:32,000 --> 00:25:17,600

Zuko: I would have to agree in that part but I'm simply saying, and this is very important, that not under all conditions will this exist. You will still have noise problems on certain days, and when we call up to make a noise complaint they're going to say that "I'm sorry Mrs. or Mr. So-and-so, but weather conditions are such and the winds are such that the aircraft is going to continue along". Now if you were going to say that you're going to eliminate the end part where the red is going to the left, I hope everyone's following me, then right, if you're going to eliminate that other part then I would probably say that it would be more to our advantage as a noise abatement procedure, but don't simply say it's going to be a noise abatement procedure if that's not your real intentions.

00:25:17,600 --> 00:25:24,800

Mooney: Well would you agree that some of the aircraft would turn off? We have no intention of cutting off the end of the runway---

00:25:224,800 --> 00:25:43,640

Zuko: I'm not going to get up there again, you know, and argue with you once again, I'm simply making a statement that I don't think that that's going to be a true noise abatement procedure as long as the pilot and the FAA and the Port Authority has control of the whole complete thing. You could have an aircraft going to the left and one continuing along.

00:25:43,840 --> 00:25:49,840

Mooney: Well I hope that everybody---

Zuko: So people are going to be deceived and that's all I'm--- I'm asking you to take that into consideration.

00:25:50:159 --> 00:26:15,480

Mooney: Okay thank you very much. I hope that the others do understand this, and if there's anyone else that doesn't understand it I'll be glad to try to explain it to them, but really some aircraft will be able to turn off, not all aircraft, it will not end noise we feel that it will diminish noise.

00:26:19,919 --> 00:26:42:320

Callaghan: Just let me say that we're trying to make these preliminary proposals as clear as possible. We're not trying to exaggerate the effect of any one of them, so feel free to ask any questions such as Mrs. Zuko has asked. Yes sir?

00:26:45,279 --> 00:27:16,680

John Hurley: My name is John Hurley sir I'm a citizen of Revere, and I'm asking for a definition of compatible land use, number one, and number two after you define that would you kindly supply us with an expanded map showing the compatible land use in Revere. Number three could you expand the map to the point that it'll show the new beach development. We would not want to jeopardize that in any degree.

00:27:20,440 -->00:27:36,120

Callaghan: Well I don't believe that we have a slide which includes the areas that you're speaking about in Revere. As far as---

Hurley: Could you--- could you provide one? Please?

00:27:37,679 --> 00:28:45,240

Callaghan: Well I'm sure that we can make up a slide. What we're doing here at the moment is simply to show the projects that are considered for development at the airport, and naturally any questions about the possible effect of these developments on Revere. If there is any particular development that you wanted to ask about in respect to Revere we'd be glad to answer it. To try to answer your questions, compatible land use is a term primarily used by planners to indicate that the use of land is harmonious with other surrounding uses. Now as far as compatible land use in Revere is concerned---

00:28:45,240 --> 00:28:59,840

Hurley: Yes yes.

Callaghan: Well, I mean, what applies to compatible land use anywhere in broad terms would apply in Revere. Perhaps you have something particular in mind---

00:28:59,840 --> 00:29:06,800

Hurley: No, do you do you presently own or have an interest in any compatible land in Revere right now?

00:29:07,240 --> 00:29:12,280

Callaghan: We don't have ownership or an interest in any land in Revere.

00:29:15,360 --> 00:29:25,000

Hurley: You okay, so if an expanded map is provided, I would not find an area with the boundaries of the Massport anywhere in Revere Sir?

00:29:26,600 --> 00:29:30,800

Callaghan: We don't have any property in Revere is that correct Mr. Mooney?

00:29:32,440 --> 00:29:47,560

Mooney: I don't think that the Belle Isle Inlet area goes up in there. It this is---

Callaghan: Going to put the slide on again

Mooney: It goes up to the drive-in theater area.

00:29:48,320 --> 00:29:49,720

Hurley: This pic--- this map here sir?

00:29:51,840 --> 00:30:35,200

Mooney: Yes where is it? It's not on this one here? Well the line, and this is--- well the boundary of the airport property does go off this line somewhat, but there's no interest in any land in the Revere direction which extends beyond the line the existing line. Now we will provide you with a map that will that shows exactly where the line is.

00:30:35,920 --> 00:31:46,240

Callaghan: In other words we will be glad to provide you or anyone else, you just leave your name with us, a map showing the property which the Port Authority owns in the Belle Isle Inlet which was purchased in order to provide protection against a noise impaction on any residential properties that might have been located there in the future. Now what we're saying is that most of this land is in East Boston, if part of it is in Revere we will delineate that on a map. We don't think that there's any part of it in Revere, but we don't want to deny the possibility, but we will be glad to give you a map showing exactly what property Port Authority owns on the periphery of Revere in bri--- in Belle Isle Inlet and if---

00:31:46,240 --> 00:31:52,520

Hurley: Even within the heart of Revere sir? could you---

Callaghan: We don't own any property in the heart of Reverse.

00:31:52,840 --> 00:32:12,800

Hurley: Okay, on the hill, I think a year or so ago, a survey had been made asking people if they were interested in selling and I don't know what became of it, but I'm just asking if property had been purchased on the hill, aside from the periphery.

00:32:14,000 --> 00:34:28,720

Callaghan: No the Port Authority, just to try to sketch in and make certain that everyone understands the background of the situation, the Port Authority had a policy of purchasing properties in certain neighborhoods in East Boston which were specified and, most importantly, where an individual wrote in and said "I'd like to have you give us an offer on my property". Over the course of six or eight years the Port Authority have purchased perhaps 50 pieces individual pieces of property in East Boston, but then, in a review of this policy, the Port Authority board said "We're not going to purchase any more property", so that that was foreclosed by the authority. Now there is one other aspect for your information, the Port Authority has decided that as far as Neptune Road in East Boston is concerned, there's a special serious situation as far as the unhappy proximity between the neighborhood and the end of the runway is concerned so that we are negotiating with those people to determine whether there's some agreeable program in which the property might be purchased and the people relocated. This would all be a matter of authority decision, nothing has been done except to talk with those people, so that as far as Revere is concerned I'm sure you're aware of the fact that as Mr. Mooney said there was a request to consider the situation of certain schools in Beachmont. There have been discussions, and these have not been resolved as yet. So we don't own residential properties in any part of Revere.

00:34:29,900 --> 00:35:59,440

Hurley: It's an excellent program you have offering somebody comfort, and rather than have them suffer any economic loss if they choose to leave Beachmont, ask you to buy their property. I think it's very admirable. We have private property versus public property. In your booklet you speak of private property where a person approaches the Port Authority and the majority I think of butters go along, approve of it. Now in the area of public property which is owned city-wide this is--- will it, will the Port Authority take precautions that the total city is involved in passage of land from the city to the Port Authority rather than the section wherein the property lies? For instance I live on the Malden line. I was never notified of the meeting regarding the schools in Beachmont, but yet the people in Beachmont received letters. I wish I had received the letter because I have a very small interest in that property sir. So will you protect our interest in making sure, even though elected officials may approach you, will you be--- would you help us to make sure that there are, there is a citizen participation? This is my point.

00:35:59,800 --> 00:36:36,000

Callaghan: Well you can be sure Mr. Hurley that the Port Authority realizes the sensitivity of any situation in which people's homes are involved, or that their interest as a member of the total community is involved, and in this offer to negotiate with the city of Revere it was specifically specified, as somebody has mentioned I believe earlier, that there would be community participation and I'm sure that the officials in Revere fully understand that---

00:36:36,400 --> 00:37:03,520

Hurley: That's an assumption, but will you go beyond the assumption and--- and test it or approve it? Ask at that time if the citizens had approved any prospective transfer of property? Would you protect our interest from that point of view by asking rather than assuming that there was city participation by the fact that you were contacted by city hall?

00:37:04,640 --> 00:38:23,720

Callaghan: Well I can just assure you, I mean, there are certain responsibilities which we can't take over. I mean there is the delegated responsibility to city officials, to the Revere City Council, and to the mayor, and every other city official that we can't assume, but I assure you and everyone else that the Massachusetts Port Authority has no desire to do anything in the community which is going to be a matter of friction. I trust that whatever is done will be done with the complete understanding and approval in accordance with the democratic process, but to say that the Massachusetts Port Authority will determine what is done in Revere by the people in Revere and by their elected representatives, I submit Mr. Hurley that is assuming a responsibility which the Port Authority can't actually assume. We can't--- we can't act for the city of Revere, but on the other hand we certainly don't want to have any frictions with the city of Revere.

00:38:24,560 --> 00:38:43,440

Hurley: Okay, what I mean is if, okay, if the land is offered to you and if you received a letter from an individual would you talk to that individual prior to the consummation of the---

Callaghan: I'm sure that--- I'm sure that we would.

00:38:43,440 --> 00:39:42,840

Hurley: I'm happy to hear that. Now if the land, if these three schools are turned over to the Massport and I think there's a piece of property designated for school now, would you please help us engineering wise, that this is adequate to hold the type of building we're talking about. It, I think it's your property, you have a great experience as far as engineering goes and construction, and you could do us a great service by assisting the city making sure that there are not any pitfalls there that which we might have overlooked. I think we enter into a project like this maybe once a century it might be a weekly or monthly occurrence for the Massport. Could you please help us, engineering-wise, if a group of citizens asked you for your point of view or your engineering department's point of view on this property?

00:39:44,160 --> 00:39:58,800

Callaghan: I realize exactly what you're saying and your request is that of any person who wants to protect his own family in his own interest, but I do have to---

Hurley: No sir, I didn't say that.

00:39:59,119 --> 00:40:13,760

Callaghan: No but I mean that's only natural that you want to make certain that nothing is done in Revere which is unamicable to your interest or your--- or your neighborhoods---

00:40:13,760 --> 00:40:43,400

Hurley: In a nutshell if a school is built on this piece of property, I would like to see the best school built possible. This is where I like to ask if the Massport Authority would review an existing feasibility study and say "This is an excellent feasibility study. The conclusions are warranted. You can build a school for this amount of money, for this size population".

00:40:44,680 --> 00:41:23,600

Callaghan: Well I say again Mr. Hurley---

Hurley: acting as a foreman for us

Callaghan: ---that your question is very honest and straightforward. I want to give you an honest and straightforward answer which perhaps some of the public officials here would appreciate more than perhaps other people who haven't been involved in public life, but the Massachusetts Port Authority acts under a legislative mandate. We were created by the legislature to do certain things. There isn't anything in that legislation which permits us to assume responsibilities of the Revere city government

00:41:23,800 --> 00:41:30,560

Hurley: Not responsibilities, the fatherly image sir. Just a friendly neighbor coming over checking on our tomatoes and---

00:41:30,840 --> 00:42:20,000

Callaghan: Well I'm certain that we will cooperate in every way, and once again I don't want you to think that we're splitting hairs or that we're trying to avoid any expense, but we're certainly trying to avoid any accusation of coming into a community and taking over governmental responsibilities and engineering, in this particular situation, would be a governmental responsibility. So that I can assure you that if anyone writes in concerning this situation involving the schools that we will be in touch with them, we will do anything within our power and under our responsibility to try to understand the problem, but we can't assume responsibilities of the Revere city government

00:42:20,000 --> 00:43:00,640

Hurley: We wouldn't want you to sir and I appreciate you saying this. In summary we would like to be partners in progress with the Massport. The Massport has been good to Revere, Revere has been good to the Massport. 10 years--- 10 years or so ago our city had sold land to the MDC and we just can't get that land back. It's sitting as an idle parking lot, and it doesn't support itself, and it's just it's dead property and we like to--- I personally would like to prevent something like that happening again, and my--- I'm just asking please listen to us and invite the people to participate as you have done here tonight.

00:43:01,160 --> 00:43:55,640

Callaghan: Well I thank you and I certainly feel as though this is the type of frank request which we certainly appreciate, and we will be glad to do anything that we can to work contin--- continually and cooperatively with the city of Revere. We appreciate the fact that many of these problems which result from negotiations are proposals of this kind really have to be discussed with everyone so that some interest which is not immediately obvious is brought to the fore and a reasonable judgment made to protect that interest, so we will do anything that we can to help.

00:43:56,140 --> 00:44:04,560

Mr. Callaghan I want to ask just two simple questions all right? I'm a residence of Revere.

Callaghan: Would you give your name please?

Mrs. Hullubiak: Mrs. Hullubiak

Callaghan: Pardon?

00:44:04,720 --> 00:44:29,360

Mrs. Hullubiak: Mrs. Hullubiak. Okay there's one question, was Mayor Einstein notified about this meeting tonight? After all he is our mayor and we only have seven people here I believe and there's about 15 of you, was Mayor Einstein notified that there was a meeting here tonight?

Callaghan: I'm sure---

Hullubiak: Was there a personal invitation? Did he know about this meeting here tonight?

00:44:29,520 --> 00:44:56,560

Callaghan: I'm sure---

Hullubiak: I'd like to know where he is right now. This is what I like to know. I'm not knocking the guy down, I'm just saying where is he? He's our leader, where is he? He isn't here. That's one question. Second of all, I'd like to know what you have in buying our schools. I mean I came in here with my eyes closed I didn't know what was going to be said or anything, but what I like but so far that I hear I don't like it.

00:44:57,680 --> 00:44:59,040

Callaghan: What is it that you don't like?

00:44:59,040 --> 00:45:16,320

Hullubiak: I don't I don't like any of it that's going on. Now we're talking about the three schools, now we're talking about the noise, and so forth and so on before you know it this is how East Boston started. This is how you really got into East Boston. That's how you got started into Winthrop. Now you're going to start in Beachmont---

00:45:16,320 --> 00:48:14,163

Callaghan: Into where? I'm sorry I didn't hear you.

Hullubiak: Winthrop. Winthrop. And now you're going to start in East Bos--- now you're going to start in Revere. Before you know it you're going to have the whole Massachusetts on your side, but what I'd like to know is where is our Mayor Einstein because if he was here that would be a different story, but right now I think we really shouldn't even be discussing this whole idea because there isn't that many people here. There's more of you than us. We're not here to fight you, we're trying to understand what you people want us to understand right now, but we don't know much of it, there's not enough people, and it's ridiculous even to be here, even to discuss it, even to bring out the map. There's no one here. It's like kindergarten to be honest with you. It's ridiculous even to talk. Who are we going to talk to? There's--- I mean there's seven of us and we're all relatives. [Laughter]. John is my uncle, he's my cousin, it's ridiculous. Mrs. Marella is my next-door neighbor, and if she didn't call me tonight and say "Look there's a meeting tonight would you like to come", I wouldn't even be here, it's ridiculous. No--- none of us have been notified, none of us really--- I think it's ridiculous. We should turn around and transfer this meeting to another night. Maybe we can get that Mayor, maybe we can beg him and bring him down here, who knows? Maybe somebody else, somebody else should really be here because we don't understand it, and I'm sure you know that we don't understand it. I'm a housewife, she's a housewife, there's only John here and all he knows oh he knows how to add. It's ridiculous even to sit here and talk. I mean it's not a joke, this is a big thing, it's not you know just saying well the airplanes are just going to fly over your house. Like I said I'm in it with my eyes closed, I like to review it, read your pamphlets, and so forth. I couldn't make last night's meeting or the night before, but it's ridiculous I think we should get together again and see if we can possibly get more people in here because it's really, there's only seven and oh I'm sorry wait a minute excuse me there's there's another--- oh! There's more. All right even though--- even more this is not enough this is not Revere. Do you know how many people live in Revere? It's ridiculous, it's really ridiculous, and we would really appreciate it if you give us even a week, a week and a half, just to get more people involved and not just hear my say or John's say, or Mr. Hurley, hear the other residents too and maybe we can hear Mayor Einstein, after all he's the one really that you're involved with, but like everybody says people powers more power. So let's get the people down here and you talk to them just like you did with us tonight, and maybe we can get somewhere because this is ridiculous even to sit here. It's very boring. To tell you the truth it's very boring. As far as the map, I don't know I haven't even looked at it, tonight was the first night.

00:48:14,960 --> 00:48:21,960

Callaghan: I'm sure that we're all---

Hullubiak: So could--- is there any way we could switch this meeting to another night? We're begging you in a way.

00:48:22,720 --> 00:49:21,040

Callaghan: We will be glad to discuss any of the ideas that are being presented, including the idea of another meeting, but as I have said before and I trust that it is fairly clear, the ideas that we're receiving in these informational meetings five in number, first in Winthrop, last night in East Boston, tonight here in Revere, next Monday night in Chelsea, and next--- no next Tuesday night I believe in Chelsea, and next Wednesday night in South Boston. This is an attempt to understand what individuals like yourself feel about the proposals that have been made by the staff. Now of course you may not have technical knowledge but you've already presented to us certain ideas. Then after these ideas have been---

00:49:21,040 --> 00:49:54,560

Hullubiak: Excuse me not to interrupt you right now, but I didn't get any ideas here tonight, I mean except for which, wait what do you mean ideas from us? This is what you're saying right? You're getting ideas from us, what we think. I don't think we really expressed any real--- any feeling except for the only understanding that I got is we don't and we were not--- the public itself has not been notified, and there's none of us really that really went into it. I mean this is not a project that you just pick it up and look at it. You really got to study it and work it up.

00:49:55,150 --> 00:50:38,960

Callaghan: I grant you that you know if you will just let me finish my presentation of the process, after the views of the people here have been analyzed and considered by the Port Authority staff, then there will be a more expansive draft master plan study provided which will then be the subject of a public hearing. We're trying to begin at the beginning, so that people won't say that they didn't know anything about it until the public hearing developed. Now this draft master plan will be made available at least a month in advance of the public hearing.

00:50:39,320 --> 00:50:45,520

Hullubiak: Okay, so another word we are going to be notified again?

Callaghan: Right

Hullubiak: Right

Callaghan: Right

00:50:45,520 --> 00:51:20,280

Hullubiak: But in between that, isn't there any way we could get together again? So see this way like I have friends who live in Beachmont and so forth and so on, what is it--- I mean I'm sure that you have a tight schedule I understand that, but I'm sure there's one night that maybe we could get together and you know get the people from Revere all down. Like I said if I didn't know nothing, if I didn't know Lynn I wouldn't know about it either. A lot of people don't pick up the paper. A lot of people--- we I didn't get a mail through the sl--- pamphlet through the mail. As I say, as John said, John?

00:51:20,560 --> 00:51:22,720

John: Yes?

Hullubiak: Were they sent out?

John: No.

00:51:22,960 --> 00:51:29,400

Hullubiak: No. So you know a lot of people haven't been notified, and I think like I said I'm just saying it it's ridiculous even to just argue with you or even to talk about it.

00:51:29,400 --> 00:51:39,000

Callaghan: I sincerely suggest that you tell people of the public hearing that will come up.

00:51:39,040 --> 00:52:14,020

Hullubiak: Yeah but you didn't answer my question. Can we get together again with a larger group? All of Revere. Like we're not only talking about Beachmont now, we're talking about where John lives on--- [Airplane Noise] ---like my, like my mother--- where my mother lives and where my mother-in-law lives. This is, we're talking about Point of Pines and all over not just Beachmont, not just because of the Beachmont, this is concerning the whole city of Revere and All of Revere don't even know we're here. You know and it's too bad.

00:52:14,020 --> 00:53:05,760

Callaghan: We--- we will determine whether additional meetings can be held. Now let's not give the impression that nothing was done to publicize this meeting because we advertised with a sizable advertisement, we sent out news releases which were published in all of the papers in the area, we also sent to every pastor in Revere and asked him to put it into his bulletin, and I would finish by saying that we had a meeting which virtually filled this hall probably a little more than a year ago and we didn't publicize that meeting to the extent that we've publicized this. Now certainly we would like to have the hall filled, but---

00:53:07,160 --> 00:53:22,120

Hullubiak: Well I'll tell you what, if you give us a week and a half this hall will be filled. I'll guarantee you that, this hall will be filled, and this way you can talk to more residents. Why do you want to even talk just to ten of us? It must be very boring.

00:53:22,120 --> 00:53:47,360

Callaghan: We want we want to talk to everyone. We want to give everyone a chance to be heard. I fully understand and your request is part of the record. If there's anyone else that cares to add to the presentation, we'd be very glad. Mr. O'Neil. Would you give your name and affiliation Mr. O'Neil?

00:53:53,119 --> 00:54:28,240

Albert O'Neil: Thank you very much. My name is Albert O'Neil, I'm a member of the Boston City Council and by virtue of that office it makes me a county commissioner so of Chelsea, Revere, Winthrop, and Boston. Mr. Callaghan I was looking at your communication that you sent to my office, that this is an informational meeting period. Am I of the impression now that later on they will have a large public gathering for people within the immediate area?

00:54:29,940 --> 00:54:36,120

Callaghan: That's true Mr. O'Neil, with an expanded draft master plan.

00:54:38,680 --> 00:56:21,560

O'Neil: Sir there were just two things that caught my eye here in your in your page one in your introduction down at the about the third section. It says "Prior to implementation of any project illustrated, it has been and will continue to be the practice to make a thorough analysis of all factors involved and to obtain sanction by vote of the Port Authority prior to final designer construction". Now I go over here to page four, paragraph two, it says it states that "We would urge that very careful consideration be given to the master plan, keeping in mind not only personal interest but needs of the entire citizenry, which this important airport serves. And following receipt of comments at the initial public information meetings the authority will complete a detailed master plan study in draft form. This draft will then be the subject of thorough review prior to final adoption by the Port Authority", and then down here sir it says "Although this plan assumes that all major projects will be completed or undertaken by 1983". Now gentlemen I haven't had the pleasure of meeting you, I've met you sir Mr. Callaghan. In this I would refer to you as the goodwill ambassadors I think for the Port Authority, would that be a proper?

00:56:21,920 --> 00:56:23,240

Callaghan: That's very kind of you.

00:56:23,440 --> 00:56:45,760

O'Neil: Well you're all right, this you're coming along fine. After all of these informational meetings at Chelsea, East Boston, Revere, South Boston, and Winthrop and then the Port Authority will give a vote, where will you anticipate having your public hearing?

00:56:49,680 --> 00:57:14,760

Callaghan: Perhaps Mr. Mooney can explain a couple of ideas that probably have come to his mind. Number one the, if I may just add a few things, the Port Authority vote is not the vote of implement--- implementation actually. Number two, I think Mr. Mooney could give you some further information in regard to the public hearing, Dick?

00:57:16,880 --> 00:58:19,200

Mooney: Well it was intended that in the preliminary stages we would go into the community in a series of meetings which this is one of, but the hearing on the draft master plan, a document that will have a great deal more information in it than this, a blue booklet, we plan to conduct a single major hearing. As you know we've held the hearings. We held one on March 10th, I believe you attended that, at the New England Mutual Hall which was a location that was large enough to hold the entire group. Now we haven't decided on a place yet, and I think it would be worthwhile to hear any recommendations that there might be. We would like to have a place that is large enough to accommodate everyone that might be interested.

00:58:19,400 --> 00:59:51,160

O'Neil: Well what I would like to suggest if I may Mr. Mooney that that meeting in March 10th was held on a Saturday morning and if you could repeat your goodwill ambassadorships here and come back to the very same areas that you have gone to in Chelsea, Revere, Winthrop, and Boston, so that suggestively the young lady that was here at the microphone before myself and I would fully recommend to you and the Port Authority that you would have them identically the same way for the public at night so that people can come to them. Saturdays and in town, you couldn't get any place to park that day, and I think--- and I'm recommending to you now gentlemen that if you will follow the same patent here but have them at night the same way you've been doing them I think that will give a much larger citizen participation, rather than going into the New England Hall at 10 o'clock in the morning with no place to park. So if you do give that to your board I'm sure that they will be very pleased to hear that I was here this evening. I, you know, I'm one of the thorns in the side of the whole board, but they're basically nice people they mean well, but if you do that we'd appreciate it very much so that we can be heard. And I appreciate you making the note Mr. Callaghan. Thank you very much.

00:59:51,600 --> 01:00:13,920

Callaghan: Thank you Mr. O'Neil. [Applause]. We appreciate that suggestion and certainly will be reported back and I'm sure that we thought we were doing something extra by having the hearing at the New England Life Hall on Saturday, but I do realize that parking isn't easy there.

01:00:15,760 --> 01:00:17:160

O'Neil: Thank you very much.

Callaghan: Thank you.

01:00:18,640 --> 01:00:22,560

Mazzarella: Hello Mr. Callaghan I have I think about seven questions, okay?

01:00:22,760 --> 01:00:25,600

Callaghan: Fine

Mazzarella: All right.

Callaghan: Would you just give your name again so...

01:00:25,600 --> 01:01:19,600

Mazzarella: Yes, my name is Mrs. Mazzarella. The first question, if we have a new school in the marsh for which you're going to give us four hundred thousand dollars for three properties on the hill out of a flight path, who is going to pay for sound our streets, recreation areas, and homes? Secondly how long has the Massport agreed to keep the three school sites as parks? Thirdly do you lease any property on the hill? Do you have interest in any real estate agencies which have property on this Beachmont hill? Next if you don't want more property, how are you going to handle 66 percent more air traffic in 1983? Is that correct 66 percent more or is it 100 percent more by 1983?

01:01:20,560 --> 01:01:23,240

Callaghan: Mr. Mooney is the expert, I don't think it's that amount.

01:01:23,720 --> 01:01:31,600

Mazzarella: I was looking and I kind of figured that it was something like 300,000 in 1971, it would be about 500,000 in 1983, is that correct Mr. Mooney?

01:01:31,600 --> 01:01:42,840

Callaghan: Are you speaking of aircraft movements or you're speaking of air passengers, but at any rate---

Mazzarella: I'm not sure. I'm not sure.

Callaghan: I think Mr. Mooney can respond best.

01:01:42,840 --> 01:02:43,560

Mazzarella: All right, okay. The next question, this is a suggestion, would it be possible, as you are certainly expecting more air traffic, would it be possible to locate some of that air traffic at the bases which are being phased out in Massachusetts? I believe that this idea has been mentioned before such as using Otis for some of your air cargo. Of course perhaps your biggest load is your forty percent northeast corridor traffic. Not all those people are from Boston, maybe some of that could be located elsewhere. And my last question, you have a chart in the back of your book on the use of the kind of planes flying into your airport. Now are they--- I am I think that the kind of planes coming into your airport in the future you're going to have more quiet planes, but are you also not going to have more noisy planes that's all my questions.

01:02:45,040 --> 01:03:04,840

Callaghan: Thank you Mrs. Mazzarella those are excellent questions, we're glad that you asked them, and we will respond to them. I think that they are the type of questions that we're going to have to research and provide you with answers that will be complete.

01:03:05,120 --> 01:03:18,480

Mazzarella: Mr. Callaghan can you answer the second one, how long has the Massport agreed to keep the three school sites as parks? The agreement which you reach with the Revere school officials. Was there some kind of a lease which Revere got from you?

01:03:19,720 --> 01:03:33,120

Callaghan: It's my understanding that there has not been a lease assigned or any other final determination of the negotiations, is that your understanding Mr. Mooney?

01:03:33,720 --> 01:03:41,960

Mazzarella: Has there been any talk about how long the lease would be?

Callaghan: Oh I think there's been a talk yes.

Mazzarella: Do you have--- you don't--- you don't care to see---

01:03:41,960 --> 01:04:05,960

Callaghan: Really, you know, talk is one thing and until somebody agrees to a term of a lease I think it might have been talked in in such a way as to vary from time to time, but we will give you answers to all of these questions.

01:04:09,359 --> 01:04:12,560

Mazzarella: Yeah, but if I get it and read it in a letter by myself, how am I going to tell everybody else?

01:04:14,000 --> 01:04:35,720

Callaghan: Well as far as the public hearing on the draft master plan is concerned, this--- these questions will be made available. As far as your own answers to the questions we certainly provide them for you.

01:04:40,280 --> 01:04:49,600

Mazzarella: Okay can I just I--- I'm pretty sure Mr. Mooney can answer that question though on the noisy and quiet planes now. Mr. Mooney can't you answer that question?

01:04:53,680 --> 01:06:46,760

Mooney: In looking at the charts you'd have to compute the percentages, but I would like to say I think that there will be fewer noisy aircraft in 1983, and the reason I say this is that the noise certification rule for all new aircraft that has been passed applies to aircraft that were certified after a certain date, this is about three years ago. In addition to that there is a provision whereby even aircraft such as the dc-9 which was produced or actually certificated prior to that date after a certain cutoff date no longer will they be making aircraft that don't meet the federal air regulation---

Mazzarella: What is that cutoff date?

Mooney: ---which limits the amount of noise, so that all I'm saying is that the these older aircraft as they become older will be replaced by not only quieter wide body jets, but jets of the types, like the 727 the stretch 200 series is a good example of that. That aircraft meets the federal air regulation which is quite similar to the ones that one that governs the say the dc-10 so that we feel very definitely that there will be fewer noisy aircraft at that date. We also think there's going to be a retrofit of aircraft that will be substantially completed by that time, that's my opinion.

01:06:46,800 --> 01:06:52,320

Mazzarella: A retrofit is a made over--- noisy plane made over into a quiet plane, is that correct?

Mooney: That's right.

01:06:52,480 --> 01:07:03,080

Mazzarella: All right. What is the cutoff date on the manufacturer? I'm sorry to use such pedestrian terms, but I do. What is the cutoff date on the manufacture of your noisy planes?

01:07:04,240 --> 01:07:38,440

Mooney: Well this is the, this is a rule that's out for consideration and comment right now---

Mazzarella: so that---

Mooney: ---and that date hasn't been established, but I think that the target date is, and they've used two years, one '68 and, I'm sorry '78 and '79, one of those two years. There is a feeling that by that date there should only be aircraft that are retrofit or only the new generation aircraft by that time.

01:07:38,480 --> 01:07:45,800

Mazzarella: So that, oh all right that's clear. And the other questions you can answer now Mr. Callaghan? None of the others?

01:07:46,320 --> 01:07:53,040

Callaghan: Well I would only say---

Mazzarella: How about the leasing of property on the hill?

Callaghan: We don't lose any property on the hill

01:07:53,040 --> 01:08:05,880

Mazzarella: You don't lease any property. When you were discussing before about for six or eight years in East Boston you purchased about 50 properties because the people who lived there didn't like the noise so they sold to you is that that's correct right?

01:08:06,680 --> 01:09:32,160

Callaghan: Well that's a rather condensed statement, it is not inaccurate, but if I may repeat the Port Authority purchased approximately 50 or slightly more individual pieces of property,

residential and otherwise, and as far as the residential property was concerned, it was in particular neighborhoods that had been defined as far as their limits were concerned, and the purchases were made only on the written request of individuals to have an offer made for their homes and it was on a free negotiated basis. That is it was not eminent domain. We did, excuse me I don't want to have anyone say that we're not telling the whole story, we did take four pieces of property by eminent domain from 1969--- 1959 on. We took four pieces of property which were part of the development of the airport, but the all of the other property was a matter of free negotiated purchase.

01:09:33,760 --> 01:09:43,120

Mazzarella: Do you have an interest in any real estate agencies which have property in Beachmont?

Callaghan: No.

01:09:41,920 --> 01:09:53,359

Mazzarella: No, okay all right thank you and you will answer me on the other questions?

Callaghan: Yes, I said we will.

Mazzarella: So I'll give you my address?

Callaghan: We'll provide you with---

Mooney: Tom I think I could answer a little bit more.

01:09:53,359 --> 01:09:59,880

Callaghan: Go ahead we'd like to answer as much as we can, but I think you'd agree that some of the questions require a certain amount of research and so forth.

Mazzarella: Okay.

Callaghan: Mr. Mooney?

01:09:59,960 --> 01:10:53,000

Mooney: The first question you had concerning sound proofing to my knowledge there is nothing in the negotiations that involves any involvement by the Port Authority as far as dictating what what the design of the school might be. In other words it would be a purchase of the property and it would be a matter of the city of Revere then doing their own design and they would do with it whatever they they chose. We would not place any strings on it, nor would we perceive at this time, and I don't think there's been any request that we'd become involved in the sound proofing of any new properties, so that's not part of the program.

01:10:53,000 --> 01:11:16,760

Mazzarella: Okay, Mr. Mooney if the new school were not constructed, would you consider sound proofing the old buildings or buildings rebuilt in that present location which is I believe in the indirect flight path, not right under the planes, but pretty close to them, is that correct?

01:11:17,520 --> 01:16:54,440

Mooney: Yes it is quite close. This would be a matter of policy, to my knowledge we have not been requested to consider that. Actually we do have some knowledge of the problems of soundproofing old buildings, and based upon the research that we know of that's been done, it would not be a practical matter and would not appear to be economically feasible, would not be a good idea to invest that kind of money in an old facility. It really requires an air-conditioned building and a great deal of modification, so that to do this just doesn't seem to be a practical thing. Now I'd like to comment, you raised a question concerning how we were going to handle the traffic forecast from 1983 from the airport. Well actually we have forecasts that have been prepared, the only one that was forecast for the year I believe you mentioned was 1983 was won by the Federal Aviation Administration and we don't have one for that time, but we personally feel the staff feels that the projections that have been made not only by the FAA but by our consultants are somewhat on the high side. Now we believe that the improvements that are proposed by the Port Authority staff, which includes the short general aviation STOL runway that with this we could accommodate the traffic up until that period of time, but we do recognize that that Logan is not going to be able to handle with these improvements the unconstrained traffic that is going to be created by the demand of the greater Boston area unless some other competitive form of transportation actually diverts some of that traffic demand. There are the other possibilities, you mentioned is one of your other questions, the idea of diversion of traffic to one of these military bases that might be abandoned or made available. Now we're really not in a position to say whether or not this would be feasible. Certainly there are some, let's take Westover Air Force Base, we feel that this should be looked at in considerable detail, but we must acknowledge the fact that it's almost 100 miles away so that certainly for a shuttle type of operation it's obviously too far away whether it would lend itself to a long-haul type of operation again there is no experience with any airport serving any major metropolitan area, not only in the United States, but the world, which is located that far from the market. Now Hanscom and Weymouth, we have no interest in South Weymouth. We obviously do in Hanscom field, we do operate it. The Port Authority's plans there are to continue this as a general aviation small aircraft type of operation. I would like to point out that a number of years ago we did actually negotiate or talk with the airlines, the ones that were serving the northeast corridor cities, and suggested that possibly this could be done to not only divert some of the activity but also provide service from a point which is convenient to another group of the residents of the metropolitan area. And this was rejected by the airlines we specifically at that time we were working with Northeast, Eastern, and American. They said that they did not wish, and there was no way that we could force them to, split the traffic and put the operations out there and they cited numerous reasons why it just was not the best thing to do. Now we're not suggesting this, I understand that it's a recommendation of the statewide airport system study that will soon be published, but this is a study that has been made by the state aeronautics department and also by state DPW and there are many problems there. It's not impossible that this be done because I say we suggested that it might be done, but we do

know that there are air traffic conflicts between Logan and both of these airports that make it not entirely desirable but it doesn't make it impossible either.

01:16:54,520 --> 01:16:56,440

Mazzarella: What does that mean an air traffic conflict?

01:16:56,720 --> 01:18:10,960

Mooney: Well it means that their, they--- their aircraft approaching and departing Logan or one of these other airports would be utilizing the same airspace, and the orientation of the runways under certain conditions would have traffic directed an airplane taking off from runway 33 at Logan might conflict with one that's landing on say 29 at Hanscom. I'm throwing those numbers out because I'm not, we have looked at them, but I'm not sure those are the exact runway headings, but that is--- that is a problem. There is no proposal to do this and we think that that well we know that there'd be quite a lot of opposition and we're not aware of any authority that any airport operator has to require an airline to serve any particular location. This is a prerogative of the airline under their certificate from the civil aeronautics board.

01:18:11,040 --> 01:18:18,800

Mazzarella: However, if you didn't provide them with the facilities at Logan they would have to go to your facilities at someplace else, is this not correct?

01:18:19,000 -->01:20:19,040

Mooney: Well in time I guess you could you could argue that, but we've seen examples where this didn't really work out and two very good ones are in Chicago and New York. Now both Washington National and Chicago's O'Hare are substantially over capacity. We know that there are extensive delays. We know that there are restrictions at both of these airports by the federal government, but in spite of that the airlines continue to schedule, over schedule you might say, traffic in there when they've got capacity at Dulles in Washington or Friendship at Baltimore and Midway in Chicago. So that in the process of doing this and because the airport operator can't force it an excess amount of traffic is put into these airports beyond the capacity that it has and as a result you've got aircraft that are holding not only in the air but on the ground. These aircraft operate on the ground and they stay in these long queues. The aircraft engines are operating they're noisy, and it there there are air pollutants that are unnecessary so that we really feel that, and I realize that there's limited capacity in any case at Logan, but that it is in the best interest of not only the users of the airport but environmental considerations that this capacity be exploited to the extent of the physical limitation of the perimeters of the existing airport. We're not suggesting expanding beyond, but we think it should be as efficient as possible.

01:20:20,159 --> 01:20:21,120

Mazzarella: Thank you very much

01:20:23,200 --> 01:21:19,120

Callaghan: Thank you Mrs. Mazzarella. I think that it might be worthwhile to show a little movie here which gives an indication of the responsibility of the airport operator for safety. One of the reasons for having the general aviation store runway of 3,800 feet in the Bird Island Flats area is to separate the smaller aircraft from the large aircraft and many of the proposals that are made here tonight are associated with safety and I'd just like to take a few minutes to show this film on the on the wake turbulence of the large aircraft, yes sir?

01:21:19,960 --> 01:21:38,800

Audience Member: I really don't think a lot of these people would like to see it. I wouldn't like to see it. I see the planes coming over my house enough, without seeing them on a screen. I hear them. I don't think that has anything to do with what we are trying to get across to the people. [Inaudible].

01:21:39,760 --> 01:22:05,960

Callaghan: Well I realized that there may--- we're not, we're not trying to force anything onto people. This, this gentleman here is Dr. John Doherty of the air national guard who's been kind enough to come here and offer to give a commentary on the film. Perhaps he could just say a few words of explanation of---

01:22:05,960 -->01:23:08,320

John Doherty: Well the comment I'd like to make is I'm here because I want to have a say for an airport operator whom I represent. I work for Executive Airlines and Air National Guard has nothing to do with it, I used to, used to be a member of the organization at Logan. But I'm here because I want an airport operator to have a say and because I sometimes think when the public sees a plan like this and they see a desire to expand the airport within its boundaries as it's proposing to do that that the industry has I think a right to speak to the people. The people here are speaking to the Massport and we have I think a very important point we want as operators at the airport to make to the people so that you'll understand at least why one of those items on the master plan is there, can you turn the slide on for just a moment, and I'd like to point out what it is so you know and the movie isn't very long, but there's no way I can tell you this verbally and make you believe it like you're going to believe it---

01:23:07,720 -->01:23:38:080

Audience Member: [Inaudible]

Doherty: Information

Audience Member: ---for the people to discuss the master plan with the Massport Authority.

Doherty: That's correct, and we're part of the people too, the industry is.

Audience Member: Yeah, but the people should have their say first.

Doherty: Well I've waited till 9:30 sir

Audience Member: Yes I've gone from meetings at the New England Life, and stayed until 11 o'clock waiting to hear the people speak while the airport has had their say.

01:23:38,720 --> 01:23:48:080

Doherty: Well, I'm not speaking for the airport, I'm only---

Audience Member: The airport should hear the people first and then if they want to have this on they should have it on after.

Doherty: That's why I waited till 9:30.

01:23:47,840 --> 01:23:50,760

Audience Member: I think a lot of people would walk out because they wouldn't want to see it.

01:23:51:280 -->01:28:54,680

Doherty: Now the part I'm trying to talk about is this little part right here runway to this large runway here which large blanks take off and land from, can you start the movie please? And what you will see, when we turn this film on, is the hazard that Executive Airlines and Air New England and every carrier involving small aircraft has when it tries to use runway 15 and 33 which you have to do at times when the wind is coming from one of those two directions. Now here you have smoke that's being generated by a runway and not a very large plane is taking off on that runway and you'll soon see the smoke demonstrate, the hazard created in the air by that dc-3 taking off. The little tiny tornado that you see blowing across the runway, an example of something called wake vortices, which is created when a heavy airplane rotates its wings and begins to climb or rounds out and settles down from a landing. You'll see in a moment that as you increase the size of the aircraft that take off for land on a runway that the vortices gets get larger and much more violent, and we wanted to put this moving on because if I were to stand up here and talk to you about the severity of these air--- the severity of the turbulence and severely the airflow on a runway there's no way I could ever make you believe how severe it is. As soon as the first part of this film has been shown, the next thing you'll see is what happens when you try to fly an airplane through these vortices, and the airplanes you're going to see flown through them are much larger than the twin otters that Executive and Air New England fly. Now if you were flying a plane that was going through that vortex that close to the ground, I think you can see you'd have a substantial hazard. The only way to protect yourself completely from this sign of a vortex is to wait a very long time from the previous plane to take off or land, or to use a separate runway. When an airport's crowded it's very difficult sometimes for a pilot to defend himself from the vortex of a previous plane taking off or landing on a given runway, so the only self-defense that a pilot has is to have a separate runway where the big planes can't take off or land, and the runway they're speaking of here 3,800 feet long is so short that the other planes can't take off for land on it and we would in fact be defended from this problem. You can see that not only fixed-wing aircraft create them but helicopters do too, but to a much lesser extent than the large aircraft. So I want to mention that insofar as the issue of whether this really does represent a hazard or not, it's not just a maybe thing. A twin otter of the same

sort that we fly was involved in a fatal crash to passengers and the crew at Kennedy Airport because it attempted to fly through these. Every year many, not just one or two, but many many fatal crashes occur when general aviation pilots attempt to take off and land too close to one of the large planes at major airports, so it is not a hypothetical thing we're talking about it's a serious problem and it's one that kills people in aviation every year.

(Continued on Tape 2)