

Record Group TC6/Series 1995

Massachusetts Port Authority Public Hearing Files, 1970-1986

Preliminary master plan meeting in Winthrop, April 24, 1973 Tape 1

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Tom Callaghan: Gentlemen if I may have your attention? First let me say that we're pleased that people have come here to exchange information with us, the representatives of the Massachusetts Port Authority, so that we can begin to develop a master plan, which we trust will bring out all of the points that the airport feel are important and that the community feel are important, and develop a harmonious understanding of each other's problems. My name is Tom Callaghan, I'm the director of community affairs. I'd like to introduce Bill Leyden who's a member of the Massachusetts Port Authority on my left, and Dick Mooney the director of aviation on my right. Ed King regrets that he cannot be here. He was involved all day in court matters, and he has had to go out of state to concern himself with the various problems that are confronting the port authority in respect to its 105 million dollar bond issue and its contract on the 40 million dollar south terminal. As you know Ed King lives in Sunnyside Avenue, and he certainly feels that he wants every individual in Winthrop to understand that they should take every opportunity to express themselves tonight or to write to him at any time in the future particularly immediately after this meeting, so that when their ideas have crystallized they'll be able to present to him and through him to the Massachusetts Port Authority board any idea which is relative to this master plan. Before Ed left he asked me to emphasize that there is no concept, there is no project which has been so crystallized as to not accept and accommodate any reasonable idea that people may have. Let me go back a few years and point out, for the benefit of those who haven't studied master plans and the Massachusetts Port Authority's operation of Logan Airport, that only a few years ago a master plan was really a an airport layout plan. It presented what the airport operator, in this instance the Massachusetts Port Authority, felt should be done about the airport itself; the runways, taxiways, the terminal buildings, and even to some extent the guidance systems although these are primarily a responsibility of the FAA. Since that time has been a gradual broadening of the concept of a master plan so that today it is a participatory exercise in which the community is invited and requested and given every consideration for any ideas which it has in relation to the development of the airport. Of course somebody has to take the first step. Somebody has to make the decision, even to the extent that there will be this type of informational meeting. This is not specifically required under the law, but we fully understand that this is within the scope of the general concept which is developing that the nearby communities certainly are concerned with any major development of the airport, so that after informational hearings are held, there will be a consideration of all of the suggestions that are made here tonight. They'll be on tape. They'll be recorded and transcribed. They'll be gone over by the staff, particularly by Mr.

Mooney and his aviation group. These ideas will be weighed and analyzed and considered in relation to the safety and the accommodation of the volumes of passengers and aircraft that must be considered in relation to Logan Airport. The problem of Logan Airport in a sense is simply this: that across the water from us is an airport which is concerned with domestic and international travel. The airport community, the FAA, the Port Authority, the airlines, pilots, and everyone else have to work day after day in raising the standards of safety, have to accommodate the volumes that come in. No one wants to find themselves entrapped in a all-day or even a traffic jam of an hour or two. We are doing our best to accommodate these and at the same time consider what is happening in this community and elsewhere. I don't want to spend any more time than necessary except to set the atmosphere for the fact that the airport operator, the Massachusetts Port Authority, is attempting to do its best to carry out its function as the landlord of the airport, to cooperate with the FAA and the pilots and all of the rest who are concerned with the safety of the airport, and at the same time give every consideration to places such as Point Shirley, where everyone realizes there is a very unpleasant situation in respect to noise. No one denies that, everyone hopes that it can be better. The high bypass aircraft are improving the situation. We feel that some of the improvements which Dick Mooney will speak of are going to help that situation, and I leave with you in respect to the airport improvements merely the thought that it is not these improvements which are going to bring aircraft and passengers into the airport. These volumes are going to flow into the airport whether or not these improvements are made. So, to sum up the scope and purpose of this particular meeting, we're here number one to assure you that the Massachusetts Port Authority Board of Directors and the person of Bill Leyden, the staff as represented by several of us here are concerned with what can be done to improve the harmony between the airport and the town of Winthrop in master planning. What we will present here tonight is a sketch of what has been considered as possibilities for the improvement of the airport. The point is that right at this particular moment, the master plan so-called that has been in existence is now under revision. After tonight, as I mentioned before but I think it bears reiteration, there will be a consideration of everything that is brought forth here tonight. Then there will be a draft environmental draft master plan study which will be written and graphically presented in a form which will be far more precise and comprehensive than the blue books which I trust you have with you tonight. Then that will be a matter of a further discussion and of aboard deliberation and then of a formal public hearing. So at the moment, I think that the best thing that can be done is to listen to the gentleman who has had the most to do with the development of Logan Airport, and I'm sure that most of you consider, whether you feel that everything has been done for your own interest, I think you feel that the airport is a most attractive and most efficient airport and a great deal of that credit goes to Dick Mooney our director of aviation who will outline the preliminary master plan, Dick Mooney.

00:11:58,720 --> 00:18:26,000

Dick Mooney: I'd like to start out by stating that there have been several things that have led up to where we are tonight. Now first of all, I think probably most significant was an announcement on the 12th of February by the executive director, and then shortly thereafter approximately March 1 the Port Authority board acted on a recommendation by the staff to delete three items from the Port Authority's master plan or airport layout plan whichever you wish to refer to. The most significant item was parallel 1533. The second most important item was an area which was indicated on the plan as a potential area for extension of Bird Island Flats this was in the direction of Jeffries Point. The third area was property that was owned by a private individual that was in the location of the off ramp off of C1, as you turn off to go to Winthrop. Now the reason for this was that there was a feeling that it was inappropriate to have this runway in particular be an unnecessary issue when based upon review by the staff and developments that have transpired primarily in the past year which we felt had an effect upon the future need of this runway, and since in fact we could not say with absolute certainty that this runway would be needed and also recognizing the tremendous opposition to that runway, we felt that it was appropriate to recommend to the board and ultimately the board approved the deletion of that runway. Now then as another step on March 12th, the Port Authority conducted a public hearing in accordance with the airport and airways development act which covered three runway projects. One was the extension of 9, one was 4 left, and the other was a short general aviation STOL runway oriented approximately in the direction of 1533. Now this project was explained in detail at the hearing on the 10th and also it was the subject of an extensive environmental impact study that had been done on behalf of the Port Authority by its consultants. Now this project or these projects are under review. We felt that concurrently with this there should be a complete review of the master plan and thus we developed this little blue booklet that you have, which I would like to reiterate what Tom Callaghan said that this is not the master plan for the port authority, this is intended as an outline of major projects which the port authority staff feels should be considered in development of such a master plan. It does not attempt to address itself to the various aspects that frequently are included in a master plan study. So the purpose of this really is to outline to you some of our thoughts as far as the airport proper is concerned, and we're holding these hearings for the purpose of permitting you to in effect being on the ground floor and making recommendations, not only with regard to the contents of the improvements that will be put on the plan itself, but the contents, the things that you feel ought to be studied. What your viewpoints are with regard to specific projects. What the impact is. What you would like to see us do and incorporate as part of this plan. Now hopefully, at least most of you have read what is in the blue booklet. This represents simply a short description of the project, and a short outline of the reasoning, the staff reasoning, as to why we think it's appropriate that these improvements be included on the master plan. Now keep in mind that even though it appears on the master plan and would appear on the final

master plan as ultimately approved by the Port Authority and by the FAA, it does not necessarily mean that the project will be built. Each one of these projects will be acted upon individually, and the if the project is a, particularly if it's a controversial project, will be subject, as were the runway extensions that I referred to, subject of a more intensive environmental impact analysis and various other considerations before the final decision is made by the board to actually proceed with the project. Now with that I would like to proceed just very briefly with a rundown of these projects and if we could please turn on the projector and let me run through these briefly.

00:18:26,500 --> 00:18:57,840

Audience Member: [Inaudible]

Mooney: Yes?

Audience Member [Inaudible] May I ask one question? [Inaudible]

00:18:58,880 --> 00:20:02,700

Mooney: Now first of all, there is no legal requirement, and this of course has been bandied about quite a bit. We have met, as far as specific projects are concerned, by the public hearing that was held on March 10th. That was the one that was required by the airport and airways development act. This hearing and what we're doing right now is not a requirement of the law. This is a process of doing what we've been asked to do. To take a look, to listen to the people, let them have an opportunity to have some input, not only at the point where you would have a plan actually the study completed, but actually participate in the very preliminary aspects of the of the development of such a plan.

00:20:03,000 --> 00:20:11,400

Audience Member: Sorry this is my first time. Any preliminary master plan review, is that then distributed--- [Inaudible]

00:20:12,080 --> 00:22:46,000

Mooney: No well actually the--- it's been available. There were advertisements placed in the newspaper, the Winthrop papers, I understand it. We advised the people that copies were available at various locations, and I can't tell you exactly what Mr. Callaghan has done as far as the particular community is concerned, but again keep in mind this is this is really just a first crack at this thing and it's not intended as something to pass by you once over lightly and say okay we've--- we've shown you all of our cards and now the next thing you're going to see is an approved master plan. We're telling you that this is a preliminary discussion as such you can comment and that you will then see a master plan study, which for instance if we had done--- we were doing a master plan study under the a planning grant, airways and airport

development act. This is not a requirement, to come into the community and discuss at this point really is not a requirement of that, of even with a planning grant there's a clearinghouse process that is a part of it, but normally under the planning grant procedure the community would be provided a draft master plan study and that would be the subject of a of a public hearing. So there's only one, a requirement, even under a grant for which this is not part of, but even if we were receiving federal funds and a grant under this, there would only be one hearing required and that would be actually the step which will be the second step. So we're doing this preliminary step, and we hope that it will provide some input that will be useful. Now I really think that rather than debating this particular issue I would like to go ahead and run through these it won't take very long, and I'm sure we we're going to have a question and answer session and we'll be glad to stay here as long as you want to and talk about the questions or anything that you might have.

00:22:47,000 --> 00: 23:13,800

Audience Member: Mr. Mooney?

Mooney: Yes.

Audience Member: Let me present receipts here, our indications that there are people putting pressure on these meetings because you haven't master planned in good faith. The federal requirements are federal recommendations that you talk to representative groups first and have them give you input regarding master planning. If you--- you've gone well beyond the ground floor of master planning. The south terminal, bonds are being issued to finance that project. That's way beyond from ground floor planning.

00:23:14,159 --> 00:24:40,000

Mooney: Well let me say I think that those, you say that they're boycotting this, I think that's unfortunate because we--- there is no federal requirement that you're speaking of at this point.

Audience Member: There's a recommendation.

Mooney: There is not even a recommendation. We will be meeting with people and with groups. We're going beyond the recommendation of the federal government on such a plan. I might point out that of the 23 large hubs there's only one large hub in the United States that has undertaken a planning grant study for a master plan since this act was passed and that is Pittsburgh and that study isn't completed yet. So I think it's quite significant that this is being done, and we think that in this process that you're going to be given an opportunity, not only the individual groups or the representative groups, but also the individuals will have a crack at this thing before it gets into the draft study stage and I think that we are more than compliant with even a recommendation.

00:24:40,600 --> 00:24:52,000

Audience Member: Well as a resident of Winthrop, I assume you've gone beyond the ground floor. We should have had input here on these preliminary earlier than that [inaudible], and for that reason I am boycotting this meeting and I hope others follow me out of this building right now.

00:24:52,799 --> 00:25:01,900

Mooney: Well I think it would be unfortunate if they do because it's--- I think that it would be your loss and this is an opportunity---

00:25:02,000 --> 00:25:26,600

Audience Member: [Inaudible] --- I go on with Mr. Foley on this because I feel that you want us to put some input into the planning, but you've heard from the people of Winthrop---

Second Audience Member: Time and time again.

Audience Member: --- East Boston, South Boston, and Chelsea that we don't want any further expansion of Logan Airport. It's interfering with our homes and our lives, and I think that should be the end of your planning. These meetings are a big farce.

00:25:27,440 --> 00:25:45,000

Mooney: Well we've---

[Applause]

[Laughter and Chatter]

Stage member: Dick, I think you ought to do the presentation.

00:25:45,279 --> 00:36:48,500

Mooney: I'd like to start with the presentation. The first item, map reference one is the extension of runway 9. Could we have a little less light in here so that it can be seen? If you take a look at the arrow, this runway would be extended in the direction toward the Boston inner harbor, and as you will note the runway actually goes in the direction of the Point Shirley area of Winthrop. The second item is extension of runway 4 left. This again is in the direction of the Boston Harbor and will be a distance of approximately 2000 feet. Item three is the STOL GA runway which will be approximately 3800 feet which will be oriented essentially parallel to the 1533 runway. This runway is being designed and would be constructed to accommodate primarily small aircraft or ones eventually if they have short takeoff and landing capabilities. And, this is particularly important from the standpoint of separation of light traffic from the heavier traffic on the main runway 1533. The next item is 4 which is the dual periphery apron taxiway system. This is essentially completed, we have a dual taxiway system which is around the terminal area and there's a small portion of that to be completed. The next item is the

airfield taxiway system improvements. Now this essentially is one major taxiway exit which will permit aircraft landing on 4 right to land and turn off at the earliest possible time. This will make it possible to move some of the aircraft that are having to go down today to the very end of that runway and will give some relief in the Winthrop and East Boston areas. The next item is the number 6 north infield grading and drainage. These two areas will make it possible to eliminate what we have right now, two ponds in that area, which will give us a graded area in case an aircraft turns off inadvertently. We've had a couple of situations where aircraft have actually gone into that area where when they skidded off the runway, it's a safety factor. The only improvement that will be related to that really is the construction of the exit taxiway, but that is not the principal purpose for the filling of these two areas. The next items number 7 the sites for the navigational aids on 15 right. One would be the filling of an area off of runway 15 right on which would be installed a glideslope antenna as part of the instrument landing system on that runway that would permit ultimately a category two operation. And on the 33 end, the construction of a platform which would permit the installation of a localizer on the sunline of this runway. The--- this takes care of the major areas that are related, the landing area. The terminal area-the most significant project is the south terminal. This includes the terminal that Tom Callaghan referred to we received bids on, and is a project which is in the process of, we hope, of construction. We plan on that and this is a contractually committed project. Part of that of course will be the aircraft apron which is wrapped around the new terminal. The next development in the terminal area would be the construction of a satellite for the Eastern Airlines terminal that's the southwest terminal which was completed in 1969. That would permit the increase in gate positions from the present 15 to 18 positions. The next item will be the Bird Island Flats area. Now that area is being filled presently and it's substantially completed. On the area will be constructed support facilities such as air cargo terminals and possibly hangar facilities. There are no committed plans as such, we have done some preliminary planning with the potential airline users of that area. Now another project is the construction at the outfall drains of a system for control of pollutants which may, and primarily this would be in the form of jet fuel spills that occasionally occur in the fueling of aircraft. And, we have presently a program in operation, but it's a temporary program and we intend to install the equipment that will permit a continuation of this water quality control in the best possible means and we've done some experimentation with that particular project. Now item number 4, we have reference made to the possibility of a sub-terminal facility. This is something that is probably pretty far off in in the way of development, but ultimately would permit or provide a terminal for operation of a people mover system, and it would incorporate a number of things primarily a remote baggage pickup and drop off area, and also tie in with this people mover that would operate between the various terminal facilities and ultimately possibly out to the MBTA station. The central parking garage, there is an area where it could be expanded and this it would be proposed be included on the master plan so that it would be possible to meet the

requirements of the parking demand. Now if there are other means public transportation for instance that would minimize this demand then obviously the Port Authority would construct only what was actually needed by demonstrated demand so that if other alternative means can be developed and that's the way it will be undertaken. We would encourage that type of thing. Another item is the intra airport transit system. This is a people mover that could conceivably be built. An automated system that would connect the terminal buildings and as I mentioned ultimately conceivably tie in with the MBTA station. The terminal roadways would be improved as demand would occur. We do have some preliminary planning which would indicate that a roadway system which would bypass for instance in order to go directly to the international terminal you wouldn't have to pass the other terminals and likewise if you wanted to go to the eastern terminal you could go directly to that and ultimately in departing the eastern terminal go directly to the exit roadway so that it would have a tendency to eliminate possible future congestion. Again, this would be determined by the amount of demand that was placed on the roadway system. That essentially lists the major items that the staff foresees a need for inclusion on the master plan, and with this I would like to suggest that we're open now, if you'll turn the lights back on, we're open to your comments and again we would appreciate or welcome the comments on any specific project that's been proposed or any project that you think should be proposed or things that you think that we ought to be doing or consider in this master planning program.

00:36:51,599 --> 00:42:31,839

Callaghan: May I suggest a little procedure? Before Mr. Foley left I said that what we thought might be done would be to recognize the severity of the situation at Point Shirley and simply ask for those people to speak first. Then, I think that if there are some other people, residents or representatives of organizations, who feel as though they want to speak and leave I would suggest that, if this is agreeable to the audience, that these people speak and then as I think has been most graciously acceded to by the governmental leaders they would then speak. If there's any--- and then after that anyone from East Boston even if my good friend Betty Mazzarini returns would be welcome to speak so that if there is any disagreement with this suggestion, I'd welcome any demura, but if not I would ask anyone from Point Shirley to give us any thoughts or suggestions or comments any other statement which doesn't fit within that context. Anyone from Point Shirley? Well let me emphasize a bit because as some of the people know I'm the coordinator of the Logan Airport Noise Abatement Committee, and I know something of what it is to hear those planes coming in over Point Shirley and going out of a Point Shirley. I would emphasize once again that the airport and the airport operator and everyone in the airport community has to prepare for the reception of some higher volumes of aircraft operations over the course of the next 10 years. There hasn't been the increase that's directly related to the increase in passengers simply because the high-bypass aircraft wide-body aircraft carry as many

passengers in one plane as in two of the present planes. And just for your own information, a high-bypass aircraft is an aircraft with a turbine engine where a high volume of air is received at the orifice in the front of the engine as the air passes through and around the turbine, and it cushions the exhaust by this mass of air coming around the exhaust so that it doesn't have the rasping violent contact with the ambient air outside and therefore it is quieter, it's more powerful, it carries more passengers. So, the airport must accept these volumes. Now, the way that Mr. Mooney and the other planning group are trying to accept these volumes is in the most efficient and safe and in the quietest fashion possible so that, I feel sincerely that the extension of runway 9 for takeoffs will increase the height of aircraft over Point Shirley. It's going to lower the sound level readings by approximately three decibels which is not going to change the sound from annoyance to pleasure, but it is going to do some good. There is the consideration also that planes are landing over Point Shirley on a longer runway. The pilots say that when the runway is longer they're not so much concerned with dropping their wheels at the point closest to the Point Shirley threshold, so that, to be frank, only the 927 runway will affect Point Shirley in respect to the proposed airfield improvements. I think a gentleman began to stand. Would you care to come down the microphone sir because we do want to record the statement and we can't do it very well if you go back there? Would you give me a name and any affiliation? Thank you.

00:42:34,400 --> 00:44:58,400

Daniel Houghton: I am a resident of Point Shirley, a member of the Point Shirley Association. My name is Daniel Houghton and I represent the Point Shirley Civic Affairs Committee. I'd like to ask Mr. Mooney from the Federal Aviation why Point Shirley has to continually take planes from early in the morning till late at night either on a landing or a takeoff. If they would only break the pattern up and give the people down there a little relief there wouldn't be so many problems. It's a continuous operation some days, all day long, right over the houses. Now I mean there's no need of it, positively no need of it. [Applause]. The Port Authority talks about public relations, the people down there are sick of using the telephones to call over to the airport. They say "what's the point, that don't do any good", and it's true, very true. And Tom Callaghan's been down there himself on numerous occasions to a friend a resident down there Thomas Cranston, and Tommy has complained time and time again and he says "What in the hell is the use in calling up, Dan? You don't get anywhere. It's the same old thing", and it is true. You call up and this--- the runways are continually used, and I don't think it's a very fair proposition believe me. We had the priest here the pastor of the Holy Rosary Church that had to leave and he has to stop on a Sunday morning, during the winter now with the winters closed, he has to stop trying to when he starts the gospel or to start on his sermon. And I mean here's something, God knows in the summertime half the time you might also wonder what you're going to mass for because you can't hear the priest, and I think myself that at the Federal

Aviation Commission would try to use these runways and break it up so that they'd use them for two hours. Nobody--- we know the port the airport's going to be there. Nobody's going to take it away. We got to live with it, but by the same token if they would break up the continuous use of runways, even the people in East Boston, the same thing. Let them break their operation up it isn't all that great that they can't do it. God knows you've got Nashua, New Hampshire, Belington, Massachusetts, and Logan is the is the final control point, and between them all they can certainly break that operation up some. Thank you very much.

00:45:05,200 --> 00:00:46:28,500

Callaghan: Mr. Houghton I realized that you're speaking for a good many people down in Point Shirley, I know that Mr. Cranston and others have done exactly what you have said. We want to respond as best we can even though, as most people realize, the FAA is the agency which operates the tower at the airport. It is the agency which determines the use of the runways. We're not trying to avoid any responsibility, but the airport operator, Massport, is in a large sense the landlord and its supervision doesn't extend to the selection of runways. We understand many of the problems of the FAA in operating the airport in the safest fashion in the most efficient fashion in so far as efficiency is related to aviation, and I don't want to have people feel as though we consider efficiency is the primary objective of the airport, it certainly isn't. We'd like to have efficiency and harmony with the community. Perhaps Dick Mooney can say a few words in this subject.

00:46:30,000 --> 00:47:16,000

Mooney: Tom I think I was being addressed as being a representative of the FAA and obviously I'm not, we both work for the same organization. You're the one that's been working on this particular subject, I don't think I could add anything to what he said. I understand what he's saying "Distribute the flights don't put them all over our heads", but also as you point out Port Authority doesn't determine the use of these runways and where these flights will be directed. So the only thing really that we can do obviously is to work with them which you do through your land act group and see if there's any relief that can be worked out in that direction.

00:47:21,440 --> 00:50:19:000

Callaghan: I'd just like to add that one of the reasons for the use of runway 27 for landings, 9 for takeoffs is that the air controllers, when they're faced with high volumes of operation without any strong wind conditions, they tell us in the land act meetings, and there are some people here that attend these meetings faithfully, they will tell you that what they like to do to achieve safety and to try to prevent circling of the airport and various other situations which do contribute to noise. They like to land them on runway 4 right and 4 left and take them off on 9. So that is one of the reasons for this particular type of operation, so that we have talked with

the FAA about this many times I don't believe sincerely that the FAA is apt to change its particular method of operation. And, I would only finish by saying that one of the reasons that this type of operation is more irritating than has been in the past is that the air controllers used to claim that the Port Authority had the runways ripped up half the time and that they couldn't utilize the runways that they wanted to use. They couldn't utilize this past this pattern of high volume operation. As Dick could tell you, over the course of the past 10 years the runways have been rehabilitated, which means that a tremendous amount of blacktop and other material had to be put on the runway so that over the course of the past ten years, ending I think two or three years ago, they had four right or four left or 1533 or even 927 torn up so that there wasn't this particular pattern of high volume operation. This doesn't really satisfy anyone I'm sure, but it just lets you know that we are not unmindful of what is going on. Is there anyone else from Point Shirley that would like to speak? Would you come down and give your name and affiliation please?

00:50:26,800 --> 00:51:32,600

Arthur Fournier: My name is Arthur Fournier. I live at 24 Maryland Avenue in Winthrop, Point Shirley. I'm also a member of the Point Shirley Association, a private pilot with an instrument rating. I strongly oppose the 1533 parallel runway that has been deleted from the master plan, it would have buried Point Shirley and right out back in my house with the unbearable noise. I have all along favored the runway 9 extension toward Boston Harbor that's 927 because in the impact study report that was released at the meeting on New England life mutual hall on March 12th the noise readings taken would definitely decrease the noise level over Point Shirley, maybe not to pleasurable but at least bearable. I think that's all.

00:51:38,319 --> 00:51:56,000

Callaghan: Thank you. Is there any individual from the community that feels as though they would like to make their own comment now for the reason that they might want to leave or any other reason at all? Yes?

00:52:09,280 --> 00:56:31,839

Russell Hughes: My name is Russell Hughes. I'm a senior citizen in Winthrop. I moved here in 1946 because Logan was nearby. I have been building airports since 1924, that's a long time, when they were all weather and all way airports. I was formerly chief engineer for the state of Connecticut for its airports. I rode the maiden flight from New York on the American Airlines to New Haven, Bridgeport, and Hartford, fields that I had designed. I subsequently spent 15 years with the U.S. Air Force in New England building the SAC bases it went at Loring, Pease, Bangor Hanscom, Otis. I had the missile sites in New England. I had the worldwide communications for the U.S. Air Force in the Mediterranean and in Alaska. Speaking to this preliminary master plan,

I am an engineer registered in both Massachusetts and Connecticut. I'm also a realtor, and I can tell my fellow citizens that this proposed preliminary master plan is in the very best interest of Winthrop and East Boston. Its direction to the south and to the west cannot but help improve the noise and the safety of our communities. There have been some who have said that the airport operations have interfered with the real estate operations in Winthrop. They used to consider the first 200 numbers on Court Road as the most difficult places to satisfy, but I can tell you here tonight that there isn't a single vacancy on Court Road at all. I would like to say that last year's sales in Winthrop, there were 168 sales. The mean sale was 29,000. The median sale was 26,000 dollars. Property since 1944 has increased about two and a half times. It has been increasing at seven percent a year the last three years. I can't give you the exact impact of the community's benefits by the airport but I can say this that there isn't a single industry in Winthrop, and in my opinion, not less than 60 percent of the people of Winthrop benefit by the airport. I recommend strongly that the preliminary plan be developed to its conclusion.
[Applause and Booming]

00:56:33,200 --> 00:58:39,800

Callaghan: Thank you Mr. Hughes. We did have a movie here which I'd like to suggest might be very interesting, it runs eight or nine minutes. It concerns wake turbulence, and gives a good reason why small aircraft should not be following in any proximity that involves the wake of large planes. Now we don't want to divert this meeting to something which you people are not interested in, but I think that everyone who is knowledgeable of the aircraft and the community realize that you really can't separate the safety of air passengers and pilots from the safety of the people on the ground. If pilots and passengers are safe the people on the ground are going to be safe. People on the ground may well be annoyed, and we don't deprecate that annoyance one bit. We certainly hope that the federal government will do its best carry, its responsibility to gradually lower the certification of aircraft to retrofit and do the other things which are the responsibility of the federal government and the responsibility of the congressional delegation which Ed King mentioned to them when we were down there on March 21. So that I think this film, if it's ready, would be interesting, but I leave it to the audience as to whether or not they would want to see it now. Yes sir?

00:58:40,200 --> 00:58:53,800

Audience Member: I think the general feeling in the meeting hall is that we're really not interested in seeing the--- a movie on the effect of air turbulence.
[Applause]

00:58:55,040 --> 00:59:50,400

Callaghan: Well that was a pretty good quick survey you made. [Overlapping Audience Voices]. I'm not--- I'm not disagreeing with it, I'm complimenting a gentleman on the survey. Now I don't think we ought to you know really get down to taking account, if there is a substantial group that feel as though they would much rather make their own presentation at this time, fine. I would welcome anyone, and I don't put this in any derogatory way, of official capacity or unofficial if they would just step forward to the microphone and give us their impressions of the preliminary master plan. Representative Ralph Sirianni [Light Applause].

00:59:50,640 -->01:03:14,800

Ralph Sirianni: Thank you very much Mr. Callaghan, Mr. Leyden, Mr. Mooney, members of the Massachusetts Port Authority people who work for you. I think you've done a tremendous job here and the way of public relations. I think this is what your position is anyway you're trying to woo some of the people in Winthrop and this is probably one way to do it. I can hardly blame some of the people who would walk out of a meeting like this. As we know in in public life it's very easy to be critical of the other person and having held many public hearings in public meetings we can take cognizant of the fact immediately who the instant geniuses are who immediately can get and have the answers to all of the serious problems that have plagued us for probably 12 or 15 years or more. And, it's pretty hard to get up here and talk about a so-called proposal or preliminary airport master plan review and have any feeling of sincerity. I think that these are the things that lead to an increase in the credibility gap of the Massachusetts Port Authority, and not only the people of Winthrop, but also the people of Revere and Chelsea in East Boston and South Boston and other areas that you know have a very large stake in the tremendous problem that we've been plagued with for so many years. And, gentlemen all I can tell you is that I think you insult the intelligence of the people in a town like this when you suggest to them that, on page two, that at a meeting of the Port Authority Board on March 1, 1973 it "adopted proposals...", and of course you know that's a suggestion really, "... made by the authority staff which eliminated certain controversial improvements included on the official FAA approved airport layout plan for Logan". Now you know just that sentence alone "the official FAA approved airport layout plan for Logan" is the actual plan. That, I think, is the master plan, so that the mere elimination from this public hearing tonight from this preliminary review does really nothing in the way of eliminating what I would consider the most serious problem that this town is going to face, parallel 1533. Now you know you're not even giving us an opportunity at this so-called "preliminary meeting" to discuss what I think is really the most important thing that we're going to be faced here. Now you know I think that's really the issue. Now we go on further and believe me---

01:03:15,300 --> 01:03:45,300

Mooney: Excuse me representative.

Sirianni: Mr. Mooney.

Mooney: Really that wasn't the intent. If you want to speak about 1533 we really aren't telling you that you can't or shouldn't. It was taken off, the board has said that they aren't considering it, but if you want to--- you feel that it would be well to drive another nail in the coffin go ahead and do that.

01:03:45,500 --> 01:07:41,000

Sirianni: Well I realize that, but you know I don't take my, I don't take my frustrations out of driving nails and coffins that aren't going to be meaningful. You know, I suggest that this is not a meaningful meeting tonight, and really unfortunate as it may seem to have such a very poor turnout of the citizens of Winthrop you know I calculated there might have been about 100 people that came in here tonight. If you wanted to include the press and the photographers and all of the people that from the Massport Authority probably about maybe 50-60 people from Winthrop, that's a disgrace. But let me tell you gentlemen they're frustrated. They've reached the point of frustration whereby you know tonight's hoax and fraud I would almost say. That you're suggesting, and again I can go to page 17 of your report, and this says "airport facilities summary", on the top "Boston Logan International Airport", and down in the middle there it says "runway system" and over on the right to the right of that it suggests that there is going to be a parallel 1533. Now the mere fact that you delete it from here and that it's not going to be discussed here tonight would just lead me to believe that eventually, ladies and gentlemen, we're going to be faced with this problem. Now to me that's the crux of it. You know, I can't find fault with some of the things in here you want to fill in between 22 left and right. You know, I was a health officer and went up some 15-16 years ago I suggested to the mass port authority they'd do it then to get rid of a mosquito breeding area and they didn't, now they finally are going to fill that in and I could find no quarrel with that. I do find quarrel with the fact that you bring before us and you give it to us here, I had mine earlier by the way it was delivered mailed to me, I'm sure most of the people involved in government did receive one and we had an opportunity to look for it. And I'm delighted Mr. Callaghan that you suggested that we hear from the people, for a change tonight, rather than the politicians and at least you know they had the opportunity to be heard first, but they receive this coming in the door. Now how can any real intelligent person make an intelligent remark? And I'm sure that we have some very intelligent people in Winthrop who would like to make some remarks on this, but you know how can they really give you their views and you asked for an input, you're asking this town and the townspeople for an input, their views. Now I could write you a letter and I could suggest that I could go along with some of your, you know again in in keeping with public safety, some of the things that you wanted to use here for turn-offs and some of the areas here, you know we find no quarrel with something like that. Airfield service and security road? Great. You know why would the townspeople be opposed to something like that? We'd be for that and if it's going to

help and enhance the airport in that sense we'd be for it. All we're against, and all we oppose is an infringement upon the town of Winthrop, any expansion that is going to increase noise pollution to the town of Winthrop. These are the things we're interested in gentlemen. These are the things that these people would like to be heard on, and when you delete them from some what you call so-called a preliminary airport master plan then all I can say is you're perpetrating a hoax and a fraud on the people of my town.

[Applause]

01:07:41,800 --> 01:09:34,000

Callaghan: Ralph just a word on that, on those two points. I don't feel as though there is any reason to have eliminated the runway 1533 except that it could not be implemented. The weight of the community and other communities was obviously so strong that other measures had to be taken to accommodate the volumes in a different fashion. On the score of the booklets not being available earlier, this is as Mr. Mooney said a first input. We would welcome anyone taking the time to read this booklet and to write to us, and we will give any comment of that nature just as much consideration as if it were given here. We realize that naturally people can't in the course of a few minutes make up their minds as to what they like and what they don't like. I realize that Ralph has been very fair in regard to mentioning a few things that he thinks are perfectly all right, so that be sure and write to Ed King at the Port Authority and let us know what you feel about any particular item that's in the blue booklet.

01:09:35,600 --> 01:09:57,820

Audience Member: How many letters would it take to have them stop the expansion?

Callaghan: What? [Applause] You mean the whole program?

Audience Member: STOL---

Second Audience Member: All of them

Audience Member: STOL and the extensions on the 927

Third Audience Member: To move it to Connecticut

Audience Member: How many letters would it take?

01:09:59,679 --> 01:10:31,600

Callaghan: I don't think that it is entirely a matter of matching letters. I might just offer a little comment in all friendliness that when the runway 1533 was under consideration the corps of engineers received more letters in favor of runway 1533, I'm quite sure you can find by checking, then it received in opposition to those. I mean it's perfectly simple to check with the corps of engineers it certainly--- pardon?

01:10:32,200 --> 01:10:35,840

Audience Member: Who sent the letters to them?

01:10:35,840 --> 01:11:28,000

Callaghan: A variety of people, a variety of people, certainly some of the people who benefit from the economics of the airport. So I can't answer a question that is phrased in, you know a perfectly legitimate question, but phrased in terms of how many letters will it take to stop expansion. There's no answer that I know of to evaluate safety, volumes, the continuation of the greatest asset that we have in transportation by determining that some particular number of letters is going to be an answer. Is there anyone that cares to make--- excuse me?

01:11:27,300 --> 01:12:04,200

Sirianni: Tom may I just follow up a minute with a question that was asked on how many?

Callaghan: Surely.

Sirianni: You have in here, and this is something I forgot to mention, but you have the South terminal and the terminal service areas. Now it seems to me that I've read most recently that these contracts have already gone out, they've gone out. Now why would you come to the town of Winthrop with a booklet like this and say "write to us and make us, you know, some suggestions as to what we can do with this" when you've already given the contract up and you're going to build this.

[Applause]

01:12:05,199 --> 01:12:21,200

Callaghan: Mr. Mooney---

Sirianni: I mean you might as well have taken a stock out.

Callaghan: Mr. Mooney was touching me to say something before, and in as much as this is a question that perhaps he can answer better than anyone else I'd defer to Dick.

01:12:21,600 --> 01:14:24,200

Mooney: Well representative first of all I'd like to mention before you raise that question you'd made a point on the page 17 reference to 15 L 33 R. Now that is in fact a runway that exists, and there is no proposal by the Port Authority staff to delete that. That happens to be a section of taxiway that was converted to a short runway. You'll notice where it refers to length that is 2468 feet long, so that you're right to the extent that there is such a runway, there is one today and it's proposed to maintain it. Our point is that there is not proposed here a runway that is 9200 feet in length in the approximate same location and oriented in that direction. Now on the question of the south terminal I don't, I don't know. This is a certainly a judgment factor and I guess that I'm primarily responsible for this. Just to go back a little bit on the on a conversation with Ed King, he questioned me as to whether or not it should be in there because the board

has said that this is a committed project, it's committed to the airlines under a contract. The construction contract has not been let, but yes you're right and if there's anyone to be blamed it's me personally because I was the one that said that it ought to be put in there because it was not technically at the time that this went out the contract had not been let, so I'm subject to poor judgment but that was it and it was not intended as a as a hoax or anything else. I mean it's---

01:14:24,200 --> 01:14:28,000

Audience Member: How many more contracts are you going to have, I mean while we are talking about this?

01:14:29,200 --> 01:14:55,800

Mooney: Well, I would say that--- well you if you really want to take each one of the projects, I can tell you what the status of each one of them is contractually if you felt that it would be of any value, but I don't think that there are any others in this same classification. I'll go through them with you now or I can go through them later.

01:14:56,400 --> 01:15:11,000

Audience Member: There is another one, you mentioned the new taxi area that is essentially completed. A dual taxiway area you mentioned I don't have what number it is.

Mooney: Yes I know what you're---

1:15:11,050 --> 01:17:18,600

Audience Member: How about item number 4? Now this is another item that remains on the proposal. Another item that you said is essentially completed and yet we're here to give input for some reason, I don't know. My three thoughts are this: this meeting is really not a meeting where we are giving any input whatsoever. This meeting is a sales team on behalf of the Massport Authority, who is telling us what they're going to do. And possibly maybe the blow is being softened by coming out and meeting in this small group, but I don't really think that the Massport is really looking for suggestions because on the hearing of March 12th we talked about the two runway expansions and also the STOL GA runway. And at that time, the strong feeling of the residents of Winthrop and East Boston was that they did not want this expansion nor did they want this STOL. So here we find it now again on the master plan which raises in my mind the question what good, if any, was the March 12th meeting, and what good, if any, is this meeting here tonight. So these are my own thoughts, the--- I look at Massport as trying, for some reason, to create the largest airport in the United States, and I think that Massport is also creating their own demand. I don't really see the projected figures that were put forward some while ago, certainly haven't been carried through to fruition, but yet the expansion is continuing

and I can't really fathom the reason for it, other than the failing I suppose we all have on our own jobs, our lives, our family to do the best job possible. I think Massport is simply on a--- on an ego trip of becoming the biggest and the fastest airport they can.

01:17:19:800 --> 01:17:35,000

Mooney: well could I---

Audience Member: I see it as a sales meeting, I really, and honestly, don't see it as a meeting where you are really interested in input from the people.

Mooney: Well let me say that---

[Applause]

01:17:35,280 --> 01:21:15,700

Mooney: First of all, the first question is raised has to do with the outer taxiway, and as I said it is essentially complete. And when I say that, if you'll take a look at the picture this is an aerial photograph of what exists, you'll notice that a taxiway, a dual taxiway, actually goes around the entire airport except for the terminal area with the exception of the red part, and that in fact is true. It's essentially complete. We think that it should be completed, and we'd be less than honest if we said otherwise, we think that it that it should be completed. Now on the general subject of the biggest and best airport and the demand has not been demonstrated, I guess you know that you can argue any point, but to say that Logan is being developed as the biggest in comparison to planning standards for airports it certainly is not the case, and we could go through this point by point and show you how there are minimal types of developments almost to a detail on this plan. We're proposing very little. When you talk about a master plan, yes there isn't too much to talk about because Logan if you take a look at it we're saying that it is essentially complete except for these items that that have been outlined here and this is our proposal. We think that it's been cut down to a bare bone. We could come in here with all sorts of proposals for things that would be good by just plain planning standards but wouldn't make any sense from the standpoint of the community at all, you know you might think that they don't make any sense anyway. But the fact is that that you could put a lot of other things as a planner or dreaming about these things it would look much different than this and we're saying that here's a limited area, we're trying to do the best we can within the area, and if you take a look at the figures the passengers are increasing at a significant rate. We don't think that we're creating the demand, people have a demand for use of air transportation services and we think that we're meeting the demand not creating it with facilities, and I think that this is demonstrated historically at airports all over the United States. You can build a new airport and you can build new facilities, but they in themselves do not create additional passengers and you can name any place that you want to. Baltimore was a good example, Fort Worth was a good example, Oakland was a good example where they went and built facilities but the traffic didn't

come because the community didn't generate the traffic. Yet on the other hand, Washington National hasn't--- has hardly expanded, it's crowded but the passengers keep going in. As a percentage of the trend for that particular community they stay the same. And so we don't think that we're just dreaming about a demand, this is a projected demand and we think we're doing the best we can to fulfill the requirements of the demand.

01:21:15,800 --> 01:21:47,200

Audience Member: Isn't it true that the projected demands now are not being met?

Mooney: What do you mean the projected demands?

Audience Member: The number of take-offs and landings that are going on at Logan Airport. The projected figures are now being considered as kind. I'm trying to think of the airline--- the carrier that is eliminating over half of its shuttle flights down from New York.

01:21:48,400 --> 01:01:22:45,200

Mooney: Well I think you're talking about Eastern into Newark

Audience Member: Right.

Mooney: ---and yes you are correct. In 1971 there was a projection by our consultants and today we feel that the, that it is less. Although they are essentially not talking about figures that are less to any real degree they say that this is a short-term situation. Now we felt that the wide-body jet will have a greater impact upon aircraft operations than what they have felt, but the fact is that we are running fairly close to capacity as far as the landing area is concerned. To say that we're projecting anything which will exceed any reasonable demand, even in the near to near-term future, I just it just is not correct.

01:22:44,800 --> 01:23:52,400

Audience Member: Let me just add one final thought I don't mean to be disturbing the meeting at all. The extension toward Point Shirley 27-9, our board and many other citizens have talked about this and we can see no value toward Point Shirley or for Point Shirley or for the town of Winthrop in this expansion. The, as Mr. Callaghan mentioned in the beginning of the meeting, the noise to say the least is very unpleasant now and three decibels, I think he predicted a decrease in three decibels, and I think that might have been high because I don't think it's going to even mean a decrease of three decibels. Our thoughts, if you are looking for suggestions, save the money and forget about the expansion of 27-9. Another thought is maybe that we should toss around tonight as the possibility of a curfew from 11 o'clock at night---
[Applause]

01:23:57,199 --> 01:25:05,400

Callaghan: As far as a curfew is concerned, the problem is one of whether or not a curfew instituted by a particular airport is an interference with interstate commerce. There are those who contend that it is. There are those who contend that it isn't. It is being processed in the courts, and if the courts decide that the federal government has the right to institute a curfew that will be it. If the courts decide that it is a responsibility of the local airport operator, then the responsibility will be with the operator. Is there a gentleman over here want to make a statement? Would you come down speak at the microphone?

Audience Member: [Inaudible Response]

Callaghan: Well the only point is that we are making a record and if you could---

01:25:05,400 --> 01:26:58,400

[Overlapping Voices]

Audience Member: Just a few comments Mr. Callaghan. Jim Larkin just mentioned a curfew, I was happy to hear Mr. Mooney mention that Washington National Airport their passengers have increased over the years and they've been living with a curfew down there for many many years. It hasn't hurt their passenger travel and the landings or their takeoffs, and in the meantime this is being, you say it's being, contested in the courts, and the people in this town of Winthrop continue to suffer. As a chairman of the Winthrop school committee Mr. Callaghan, I have to voice the objection of the school committee to any further expansion of Logan Airport. [Applause] We believe it's high time that the Port Authority does everything within its power to seek, and I use these word once before at one of your board meetings, peaceful coexistence with the town of Winthrop and the surrounding community. What you're doing here may be a step in the right direction, however it's after the fact because most of the stuff that you have in this booklet is already being implemented or in the construction stages. To seek peaceful coexistence I think there are three steps that must be taken. The first is reconsider your expansion plans and limit them to improvements and not expansion of the airport. The second is to institute a reasonable curfew on the use of the airport so that we in Winthrop and the other surrounding communities might get a peaceful night's sleep. And of course the third and most importantly is to expedite the construction of a much-needed second airport to relieve the congestion now experienced at Logan Airport. [Applause]

01:27:00,639 --> 01:27:38,600

Callaghan: Thank you Mr. DiGregorio. I don't know that there's any response which can indicate our feeling. We accept the fact that all of what you say represents not only your own feeling, but the feeling of good many other people in the community. We certainly want peaceful coexistence and that's sincerely the reason why we're here. We are---

Audience Member: The curfew --- you could answer the question on the curfew that he brought up.

01:27:39,200 --> 01:28:00,600

Callaghan: I answered that in regard to the previous question. I don't know how I can expand it any further.

Audience Member: Would you have one if you were--- [inaudible].

[Laughter]

01:28:01,400 --> 01:30:13,600

Callaghan: My feeling is simply this that Logan Airport is not like National Airport in Washington. There is no other airport that can serve the metropolitan Boston and the New England area. In Washington Dulles is open all night long. It takes care of the air cargo in that region. Logan airport is an extremely valuable airport to those who are in their living by making electronics products and other products and shipping them to the far corners of the country and without any hyperbole to the far corners of the world. Their jobs I submit are dependent upon the marketing of their products that is an important aspect. Now if there can be another a major airport then the problem will be solved. Now I guess that with Bill Leyden here, we're not supposed to talk about another major airport, since it was a sunk by some pretty poor political thrust which occurred not long ago and I don't speak of the governor's interest I speak of the pressure that was put on the governor during election time. So I try to be as frank as possible, but I trust that I haven't transgressed policy. Someday there may be another major airport I am not advocating or saying that it is a complete answer, but it certainly would destroy the idea that we have to run an air cargo airport at night. There any other questions or comments? Mr. Letty? Would you come down Jim because we really want to have you on the tape and the transcript? Thank you.

01:30:20,800 --> 01:31:00,050

Jim Reddy: My name is Jim Reddy, and the chairman of the board of selectmen, Town of Winthrop. I do believe this meeting was called to hear from John Q. Citizen, so I'll be extremely brief. You have heard from the selectmen at every hearing you have held, and I feel you should hear from the people at Point Shirley and the other impacted areas in Winthrop. Speaking for the board however, I would like to state our opposition to this expansion on runway 9, 4-L and STOL 1533, as was read by me on the March 12 meeting at the New England life hall and a copy of which statement you have in your records. That's all I had to say Tom.

01:31:02,200 --> 01:31:18,700

Callaghan: Thank you. [Applause]. Next to the gentleman that spoke in favor of the quality of the planning, I think that was one of the finest speeches of the evening, Ms. McGee? I see you there.

01:31:33,440 --> 01:33:31,200

Pat McGee: Hi my name is Pat McGee and I'm a resident of Point Shirley. I've spoken on many occasions against the airport. I'm back here again. Point Shirley as I said before is very unique. There's an awful lot of us, we're all related to one another, we've got a lot of friends, and I've got a lot of friends right out there. We had a meeting a year ago February and we went over to the auditorium and that auditorium was filled. You listen to all those people speak and yet on page 13 we go right back to that same darn thing, land acquisition. All right, here it goes, we are not going to sell any property in Point Shirley to anyone from the Port Authority. If anybody's got a problem selling their house down the point come to me, come to Henry Burke, or sell it yourself. Now yesterday, yeah paid commercial, yesterday you had a conversation with a real estate broker. There was a piece of property sold recently in Winthrop. That man, less than two years ago down Point Shirley, paid \$23,000 for it. It was sold and it's in the bankers and tradesmen for \$32,000, the same piece of property. That's a \$9,000 profit. There isn't anything that stays on the market in Point Shirley that cannot be sold within a very short period of time, so please---

Audience Member: It's Heaven down there

McGee: Pardon?

Audience Member: It's Heaven down there.

McGee: It's Heaven is right down there! Any day. Okay, so on your next master plan please leave out that paragraph. We're not going to sell we never are going to sell, okay?

[Applause]

01:33:31,440 --> 01:35:24,200

Callaghan: Thank you Ms. McGee. Just in case someone feels as though I'm talking surreptitiously to real estate people, I happen to be sitting beside one of the eminent real estate men Mr. Murray Fogell at the rotary the other day and he did tell me when I asked him what the real estate situation was that this property down for in Point Shirley had originally sold over \$23,000 then sold for \$32,000. I know that everyone likes to be close to the water and in an attractive community such as Point Shirley we only hope that we can lower the decibels down there continually so that it is a attractive viable community. I would just say one other thing in regard to the idea of reuse of land. The port authority is well aware from its survey and from comments such as have just such as has just been given that people in many areas don't want any purchases. The Port Authority has never purchased property in Winthrop. It has asked whether or not people did want purchase. The port authority has commissioned me to negotiate with the people on Neptune Road where there is a really serious situation, and over the course of time I think a couple million dollars will be spent to try to come to agreement with the people there, but we're not trying to offer any overtures of that nature to Winthrop.

(Continued on Tape 2)