

Record Group TC6/1995

Massachusetts Port Authority Public Hearing Files, 1970-1986

Preliminary master plan meeting in Winthrop, April 24, 1973 Tape 2

(Continued from Tape 1)

00:00:00,000 --> 00:04:09,400

Audience Member: ---that weren't may be made in your presence, but it does go back to 1957 in the hangar of the American Airlines over there at Logan Airport. When you speak about on page 10 a paved service and around the perimeter of the airfield, it was at that time because of the noise trying to eliminate the noise that was brought to our attention the port authority had intentions of putting shrubbery, get this shrubbery, about chest high around the whole perimeter with baffle boards when the planes were warming up to eliminate any such harsh noise that now occurs on Court Road. At that time it wasn't an out reasonable idea, and I think if you look back into your records in 1957 that was one promise you didn't keep. Also other promises that you have made relative to after October the 4<sup>th</sup>, 1960, when the Electra went down with the loss of over 60 lives. Another 10 seconds it could have entered into our town right into Metcalf Square. That is another precaution that was going to be taken, we served 18 hours of pretty much terror wondering the largest funeral that ever happened in Winthrop, and I want you to remind yourselves of that. Some of these people here possibly don't remember it, but it's so vivid in my mind I hope it could never happen again. Now it's very innocent to look over here to number eight in your figure on your legend. It states that "a pile and timber platform", referring to your map number eight, "a pile and timber platform in addition to the existing ILS pier on runway 33L". At the present time if my recollection is right, that is over 1200 feet long. That is one of the things that prevent good recreation in this town and I mean it has curbed the sailing out in that way, the only summer recreation that's only worthwhile in Winthrop. Now I can't for the life of me imagine you coming into this hall without descriptions of what this edition is. It is for a light. It's for instrument landing, which is very good in itself, but to not have a complete description of what it means, then I can't accept it. I do not want any more expansion in this town--- in this Logan airway. The whole thing that we are now confronted with is circulation. You have expanded your airport so much that it is leaving nothing but a poor circulation throughout the town. Now years ago we had Shirley gut, it acted like a beautiful flush out there, but because of continuous expansion of the airport we have nothing but dead water and that harbor right now you contribute to part of the pollution. So if you're going to continue polluting you must find some way to remedy it, and I hope Tom over the years that you're still there, you're a reasonable person, but your board changes like the other fella down the street changes his shirt, so we don't know who we're talking to half the time.

[Applause]

00:04:05,599 --> 00:04:20,600

Tom Callaghan: Wally may I ask you to expand a bit in regard to the promise in respect to the Electra crash? I didn't quite understand what promise had been made.

00:04:21,600 --> 00:05:27,400

Wallace: Well there was promises at that time that the noise abatement first, and that was the around the perimeter such as you now on this here estimate you're going to have a roadway, but it was to be for the curbing of noise you or one of your groups stated noise travels across the airport, and you could stop it by a barrier of greens of some sort that would then be about chest high. Your researcher noted that it would alleviate such noise as would be penetrating the quarter section. In reference to the Electra, what I say is there was horror and 18 hours of hell in this town and there was a promise to be that you were have foam. We brought the question up at the time "How could you fight an aircraft fire if it landed in Metcalf Square?", and the question was how could you fight a fire---

00:05:27,600 --> 00:05:31,000

Audience Member: How about the tower? If it hadn't been for that tower we'd be wiped out.

00:05:31,039 --> 00:06:32,000

Wallace: Besides that, there was promises that adequate foam, that's the only way you can fight such a high volatile gas with aircraft. And the idea was that stations would be, and I recall limiting one station of adequate foam put in a strategic area at the Deer Island section, possibly another one up on or near the facility of Winthrop Yacht Club. And every young club at that time had a proposed idea that they were going to get ample foam and the only way to fight it, Mr. Hassler is here he maybe would tell you or I'll guess he's got about 250 gallons of foam, which is about inadequate as anything that we have to fight a aircraft fire. Now some of the promises were made we were told to wait. I'm still waiting and you are too.

00:06:33,400 --> 00:08:09,900

Callaghan: Thank you Wally. [Applause]. In order to just make certain that we are responsive orally tonight, I am not aware of this, I don't doubt at all what Wallace says. I would just like to mention in regard to the shrubbery, the problem of trying to stop the noise from being transmitted from runway 22 left across a thousand feet of water to Court Road has been considered by experts. The last possibility that was considered was to have a hibachi sunk in the ground flush with the runway so that you'd have a heat curtain which would deflect the noise into the air, but I merely mentioned that even though the FAA shook its head when they thought of the hazards of having a hibachi like that. I just mentioned it to show that there has been a good deal of consideration, but I certainly feel that there could be more shrubbery on the airport. Thank you this will be part of the consideration Wally. We appreciate it.

00:08:11,000 --> 00:08:15,000

Richard Mooney: Tom?

Callaghan: Yes Dick? Dick Mooney wanted to respond to this.

00:08:15,600 --> 00:09:02,000

Mooney: You raised the question about the platform for the localizer, and I am sorry that we don't have a plan which shows that in more detail, but as I recall it's an area about 40 by 60 feet and is about a thousand feet out on a 3000 foot pier that exists right now. In other words, it will not extend out beyond the existing pier, and we would be glad to send you a little more detail on that. I'm sure Tom has your address and we will plan on sending you a little more descriptive information about that particular item.

00:09:03,200 --> 00:09:28,250

Callaghan: And if anyone else has an interest, I'm sure that we can arrange a meeting for the art clubs. I realize that when the planes are coming in on 33 or 27 that they can affect the sailing in that area. Jerry are you ready?

00:09:34,720 --> 00:16:22,000

Jerry: Tom and members of the staff. The--- right now I'm speaking on behalf of the Winthrop Planning Board. We took a vote last night relative to this meeting, and the planning board was opposed to this meeting being held at this time for several reasons and I'll try to clarify them. First of all, the meeting was supposed to be informative to the public from what I gathered from Mr. King's letter and it was also to take some input from the community. Now as a practical measure I would venture to say that since the preliminary airport master plan was not distributed in mass until this evening, you might consider very few people in the community that know what you're talking about specifically, this is one reason. Secondly, when you look at the entire program here in the entire master plan and particularly the expansion of runway 9 it's interestingly to note that there's been no input at this preliminary stage. No one has had an opportunity, including the residents of the community, to discuss whether or not this should be even a consideration in terms of its effect on the community. Now probably the most important reason why the Winthrop Planning Board opposed it, and the final reason, is this contrary to what Mr. Mooney says we feel that any master plan hearing that does any master plan discussion which fails to bring all matters before the local planning agencies in any community is in violation of the Airport Airways Development Act. The planning board made that position clear at the March 10th hearing in 1973. Now it seems further unusual to the planning board when you consider that the members of the local planning agencies and in Winthrop are elected officials. They're in charge with the responsibility of determining the planet for the community. They're supposed to be knowledgeable as to what type of future planning will involve the community, and yet our planning board has never had the opportunity to sit down at close quarters with your staff and to tell you what the future plans of Winthrop are, to show you the results of the last master plan survey study done for Winthrop in 1959, that the only remaining quality in a small area like Winthrop is its residential quality which must be preserved

at all times, and we have never had an opportunity to confront you with some of the questions that a planning board or planning agency must ask you and must get its answers so that then we in turn can exercise our responsibility and go back to the residence of the community, that's our duty. Now I have made representations to you, I've requested these meetings, and I maintain again contrary to what Mr. Mooney says that it's a necessary and vital obligation that must be fulfilled by your board before you can have any type of legal or meaningful master plan presentation. Now there's some interesting points that I suppose now speak as an individual directly Tom, and yet there would be questions that the planning board or I as chairman of the planning board would ask you. Going over on page 20, to get to more specific situations, on page 20 there's a breakdown that's entitled: "Aircraft Operation Forecasts". The reason I'm going to this particular page is because I'm remember a statement Mr. Mooney said earlier this this evening in discussion of runway 1533 and I believe I'm quoting almost verbatim "...since we were not absolutely convinced of the need of runway 1533" or words to that effect. And I notice the years 1970 and 1971 under commuter airline and itinerant general aviation, there was a drop in total aircraft operations not a drop in passengers but a drop in total aircraft operations. I do not have before me the figures for 1972, but I read this morning an article by Crocker Snow, who I believe is the director of the Massachusetts Aeronautical Commission, and he said there was a 10 percent drop for this year to date. When I read those figures, and when I take into consideration the position that the port authority has now adopted relative to runway 1533, that we may not need it, I then as an individual and as chairman of the planning board must necessarily and very seriously question or pose this question to you: what are you doing? Are the future needs that your survey forecasts, are they actual needs are you--- or are you creating a need? These are questions that must be asked and again finally as the planning board took a position in March 10th and we'll take a position now, for want of any further discussion or lack of we oppose expansion runway 9.

[Applause]

00:16:25,839 --> 00:19:44,200

Mooney: Well I would like to--- I can't take any responsibility obviously for what the state aeronautics director has stated. I can say that the basic requirement, the one that we would consider most significant is that of air carrier operations and essentially for instance since 1969 '69 compared to '72 that the aircraft operations are essentially the same for air carrier and I believe that the figure that he was speaking of that was 317,000 and it was down to something like 303,000 but that is not the case with the air carrier operations. Now when you take a look at this page 20 this is the consultant's projection and if you remember, if you listen carefully, I responded to another gentleman and said that we feel that this growth rate will not be quite as great as they had projected because we think there are going to be more wide-body jets than what they think. The--- we feel that there is a need, the forecast or estimated capacity of Logan's landing area is approximately 303,000 aircraft operations. We're running right now about at that that level. Air carrier operations are about 211,000 so that their the balance is made up of the commuter airlines and general aviation, so that we don't feel that it's an

imagined need, and we think we're being very conservative as far as what the requirements are, and we don't think that we're just dreaming things up. Because, I think that when you see the proposal or the plan that's presented by Mr. Snow on behalf of the commonwealth and a combined study by the Department of Aeronautics for the state and the Department of Public Works that there is a--- an indicated increase in the total amount of traffic. I don't know, is there's anything else Tom that---? I don't know I guess there was a--- you questioned the fact that I had said that it was not necessary, I said that it was not necessary legally. Now whether it's a question of good practice or not, I didn't, I wasn't debating that particular point. And, of course, again this is a very preliminary meeting and this does not preclude the meeting that you suggest prior to the actual preparation of the draft master plan study.

00:19:45,800 --> 00:20:08,400

Jerry: [inaudible] Let's go back to the first situation. I was talking about the total increase in passengers and then you went to the total increase in aircraft operation. Now am I to understand that it's true that when you decrease or there will be a decrease in total passengers there's no increase in aircraft operations?

00:20:08,480 --> 00:20:30,200

Mooney: No that's just the opposite.

Jerry: Alright well what is it?

Mooney: Well there will be, and we have consistently projected an increase in passengers. We have projected a decline in increase, but an actual increase, a decline in rate of increase in aircraft operations that's what we think.

00:20:30,400 --> 00:20:59,800

Jerry: There'll be a decrease in aircraft operations.

Mooney: No I didn't say that. I said that there will be an increase in aircraft operations, but the rate of increase will be at a declining rate.

Jerry: Now to go back to the, to ask the other question, [inaudible]. Do you plan on meeting with the local planning agencies and board of selectmen, or do you feel it's not necessary?

00:20:59,840 --> 00:21:51,200

Mooney: Well now let me say this, the purpose of this meeting is to get recommendations as to what will be done and how we'll go about this process so you're asking for decisions tonight as to how it will be done. You've expressed the view that you would like and feel that it's appropriate to have such a meeting and this will be considered. I cannot commit the authority to say that such a meeting will take place.

Jerry: Therefore can I interpret that you don't believe---

Mooney: No, no you can't interpret that way. No you can't infer anything other than the fact that it has not been ruled out and we are at a very preliminary stage and we have not prepared the draft master plan study.

00:21:51,600 --> 00:21:59,000

Jerry: By the way Mr. Mooney, are you aware what I am referring to each time I refer to the necessary requirement of master planning and so forth?

00:21:59,200 --> 00:22:18,700

Mooney: I would say that I am probably as familiar as anyone with the requirements, and I'm absolutely positive that there is no such requirement. I also know that there is a feeling that it is a good practice to do so.

00:22:19,300 --> 00:23:06,200

Jerry: Let me ask you this, I'm referring specifically to [inaudible]--- when you and I have a further discussion, 49 USC 1716 more particularly to sub paragraph A referring to masterclass requirements [inaudible]. The project to quote "is reasonably consistent with plans---"

Stage Member: We can't hear you.

Jerry: Sorry: The project "is reasonably consistent with plans", and then parentheses "existing at the time of approval of the project", end of parentheses "of planning agencies for the development of the area in which the airport is located". Whether you interpret that which you say you're probably just as familiar with possibly more.

00:23:06,700 --> 00:23:51,300

Mooney: I would say that well first of all you're referring to a specific project and I agree with you that that relates to the a project such as the proposal for a runway extension, but it does not refer to a master planning process which is not conducted under a planning grant. That is not applicable to the planning process and the preparation of an airport master plan, and as I pointed out there is only one such planning grant and only one place at a major hub in the United States where those procedures are being followed.

00:23:54,240 --> 00:24:26,450

Callaghan: Yes Bob?

Bob: This I think may be the most important part I think to come out of this tonight. Now if you don't have a---

Callaghan: Bob would you mind going on---

Bob: you have a law responsibility to meet with the planning officials of this town, with the board of selectmen. The people in this community have elected these people. We have an airport hazards committee. Now just one question when will you give us a decision as to whether or not you will meet with us? Can we at least get that from you? Will--- you are going to think about it. Will you give, when can we expect to hear from you on this?

00:24:27,200 --> 00:25:13,000

Mooney: Well Mr. Callaghan could answer that or I think I can if---

Callaghan: I'll answer it this way Bob. When the selectman, I don't know whether any member of the planning board was with him at the time, was leaving the March 12 hearing, I think it was one of the selectmen, I could even name the individual he said "We'd like to get together with you and talk over some of the planning situations". I said "Fine, let me know. We'll get together". Now this isn't in the same context, but you know there's no desire to be aloof. We realize that there are situations that warrant a good deal of discussion, so that I mentioned at that particular time I'd be happy to sit with him.

00:25:14,200 --> 00:25:38,200

Bob: Well you know I'm one of the lucky ones who received one of these things bef--- before I got here tonight. Now to repeat Ralph Sirianni's remark when he was spoke, you know it is really an insult to think that these people can come in here and discuss this with you intelligently when they just got this 26 pages and so speaking as---

Callaghan: I don't, I don't agree with you bob but go ahead.

Bob: but you think that someone can discuss intelligently this?

00:25:38,400 --> 00:26:28,100

Callaghan: No I don't, but I think that this is a good place to start. To give them an understanding of what is in the minds of the staff of the port authority. To give them the blue book and to say that this is not the only meeting that will be held if they want to write in. Furthermore, after all of the comments have been received there will be a draft master plan study and people will be able to understand in far greater detail in there just what is being proposed. So you have to start somewhere. We couldn't give everyone in the town of Winthrop at a particular moment the blue book Bob, so we're starting somewhere.

00:26:28,380 --> 00:26:55,200

Bob: Okay, so now I looked at this book, first of all you said that this meeting was being held at the conven--- for the convenience of the citizens. Now you people, if I understand this correctly, simply called up the school department and asked if you could come down here tonight you didn't ask the board of selectmen or the planning board if this was a convenient night to meet. And if I read the second paragraph correctly this is the only meeting you intend to hold in Winthrop, is that correct?

00:26:55,919 --> 00:27:34,480

Callaghan: That is the--- this is the only meeting in this phase of the procedure, but we have said Bob, and I will repeat, that this is merely the very beginning and I think that people have gained some understanding of what is in the minds of the staff of the port authority. So that I'm sure that we can get together on a lot of points and the draft master plan study will be far more comprehensive and in detail, and that will be the subject of discussion.

00:27:34,480 --> 00:27:48,500

Bob: This, on page three, is referred to as a simplified form. Do you have a more complicated form? Do you have a non-simplified form? You mentioned here that this is a simplified form. Do you have more that you could perhaps send to the board of selectmen, or to the planning board?

00:27:50,100 --> 00:27:59,000

Callaghan: In regard to the master plan?

Bob: Yeah, to this thing. You say you have attached as a plan in a simplified form, so I assume there must be a more non-simplified form, a little bit more technical.

00:27:59,000 --> 00:28:46,500

Callaghan: Well I would say Bob that you know there are rafts and rafts of diagrams and studies and everything else, and this is the symbol---

Bob: Don't you really think that a good place to start instead of--- instead of asking people to come down here tonight and hand them 26 pages of this, don't you really think the place to start is with the elected officials and the appointed officials of this town who have asked the citizens to elect them? They--- they're willing to sit with you people. You have a planning board, you have a board of selectmen. The board of selectmen have appointed a an Airport Hazards Committee, so look at as vice chairman of the Airport Hazards Committee, as a member of the planning board, I also joined whoever that selectmen was. We'd like to meet with you, as soon as possible. Have you come to our town now. We don't want to go to the airport, we want you to come down to the town hall, at our convenience.

00:28:47,200 --> 00:29:23,919

Callaghan: Alright, there's no--- there's no disagreement there and as far as you know you've always been a reasonable and effective protagonist for the community. As far as the arrangement for the meeting is concerned, we wanted to hold them in a sequence so that some of the people who go around to all of these meetings wouldn't be tied up for months so that they'd be able to get it all done in a week. Yes?

00:29:24,300 --> 00:29:50,600

Audience Member: Could you give us a breakdown of the noise level abatements on the Neptune Road area and the benefit that the people are going to gain in our Point Shirley by the landing? You know, break it down the difference of the noise level back before you lengthen the runway over Neptune Road, and what they are getting now, and what the people are getting at Point Shirley now, and what they'll be getting?

00:29:51,500 --> 00:30:29,000

Callaghan: Well I don't understand all that you're asking in respect to Neptune Road I understand what you're asking in respect to---

Audience Member [Inaudible] ---the runway towards Neptune Road, we had a noise level, what is it now? Could you give me those?

Callaghan: I can't give them to you off the--- off the top of my head

Audience Member: Then how much benefit, if the people of Point Shirley are going to benefit by this right? They better come down and sit on Neptune Road and figure out the decibels are down there and see how much benefit the lengthening of a runway has given the people.

00:30:29,500 --> 00:30:51,520

Callaghan: Well you're talking about two different things, if I may say so. You're talking about---

Audience Member: ---the way that you're saying is going to give the people relief. The lengthening of this runway is going to give the people on Point Shirley relief. Now you lengthen the runway that runs over Neptune Road, now how much relief did you give the people on Neptune Road?

00:30:51,520 --> 00:31:24,500

Callaghan: We didn't give them any relief because the runway was extended in their direction. This runway is being extended in the opposite direction from Point Shirley---

Audience Member: The length of that runway still runs out far beyond what the Point. If you take your fingers you can measure the distance between where the start of the Point Shirley runway will be and where the end of the Neptune runway is at, and if that's any closer I'll eat your hat.

00:31:26,399 --> 00:31:35,600

Callaghan: I don't quite follow you except through my last comment, but perhaps Dick Mooney has a better answer.

00:31:36,600 --> 00:32:12,800

Mooney: Well to answer your first question, all of this is covered in this environmental impact statement that was prepared and distributed at the hearing on March 10<sup>th</sup>. Now if you didn't get a copy, we would be glad to give it to you. It gives you an idea of what the individual aircraft operation noise levels will be and the computation under the noise exposure forecast. Now if you don't accept that then obviously you know that's your, that's your judgment, but that's been done.

00:32:12,800 --> 00:32:16,200

Audience Member: Have you ever been driving on Route C1 when a plane went over it?

00:32:16,799 --> 00:32:39,600

Mooney: I have, I have done that and all I can say is you asked us what it was and I'm just telling you that it has been computed and it's available in detail in that report. Now if you didn't get one---

Audience member: Answer this off the top of your head, you said three decibels

Mooney: Three decibels yes I know that that is---

Audience Member: [Inaudible]

00:32:42,200 --> 00:33:39,000

Mooney: I frankly don't know what the point is because we are not, as Mr. Callaghan mentioned, talking about extending a runway which is in the direction of Point Shirley. It's away from Point Shirley, and if you're familiar at all with wait, wait, wait just a moment, if you're familiar at all with the argument that it existed over the extension of runway 15 the people in the Neptune Road area and East Boston were asking that it be extended in the opposite direction because they recognized that it would mean that aircraft would be higher. That was not done it was extended in the 15 end, and it's just the opposite of what we're talking about here. Now the old master plan did have an extension on the 27N. We have eliminated it from consideration.

00:33:39,100 --> 00:34:12,159

Audience Member: [Inaudible] ---down at the map where it says 80, that's 33?

Mooney: Yes that's right.

Audience Member: In taking off from that point, going towards Neptune Road---

Mooney: Yes?

Audience Member: Is that point there, isn't it further than this point where one is, where the extension of this line is? I'm sure it is. And the people here in Neptune Road have had no relief by that. And the people there don't seem to be---

00:34:12,159 --> 00:34:50,500

Mooney: Well you understand that we didn't--- we did not move the takeoff point, the start of the takeoff roll, further away from Neptune Road by anything that was done, but we are planning to extend the runway away from the Point Shirley area, and it will permit the aircraft to take off and be higher enough. We had extended the 33 end, it would I mean it's believe it or not the facts are that an airplane will get off sooner if it starts to take off roll sooner. You can--- that's a given fact.

00:34:51,600 --> 00:34:58,700

Audience Member: If they do roll.

Mooney: Well they do. If you go out and you take, if you take a look at it you'll see that they do. Yes?

00:35:01,800 --> 00:35:02,400

Callaghan: Mr. Dimes?

00:35:13,839 --> 00:38:11,000

Dimes: Selectmen Dimes member of Winthrop, board of Selectmen. Tom as you all know I've, as a member of the board of Selectmen for five years, I've been involved with the airport and also been a lineac board member along with Deputy Hassler representing Winthrop and going to all the meetings each month. And just about everything that you have here tonight I think we have told you what these meetings we go to. Also you will note that about every speaker that you've heard here tonight you've heard once before at some other public hearing, but the majority of the citizen who is deeply affected by the noise in the airport is not here tonight it's pretty obvious why. It's been stated a couple of times and I'm going to repeat it. I'd think the one big failure I see at this meeting is number one that you never found it, I suppose, reasonable sit down with Deputy Hassler and myself at a Logan Airport noise abatement meeting and discuss with us the possibility of coming into the community in great detail and how to hold a hearing. The first time I found that we were going to have a public hearing held here tonight was the copy of the blue covered book that was laying in the box in the selectmen's office when I walked in one afternoon, I think it was two days, well I think it was about four days ago when I first saw it. My first reaction was where was the meeting going to be held, secondly had our board been contacted, and how is the meeting going to be conducted. So, I think what the port authority, and you Mr. Callaghan, fail to realize that right in Winthrop now there are people who have been involved with you for many a year in fighting airport expansion, trying to fight it, that know the problems and yet you do not want to come and sit down with us, originally in the in the beginning, and go over with us how we can come into Winthrop and have a very orderly community type of hearing and let everybody in the impacted areas get up and speak. This is your big failure here tonight. So in drawing to a conclusion here, I would like to--- I would like to suggest that first of all that you indeed do what Mr. Driscoll said, set up the meeting with the board of selectmen on the planning board to hash over I think two possibilities. One whether before you hold another community meeting such as this that you spend sufficient time with the Board of Selectmen, the planning board, in discussing what the master plan is all about, and when we have arrived at we feel a very intelligent position then to send us back into the community and go into the impacted areas and talk to the people, and then when you do conduct another community hearing you might have a packed house. [Applause]

00:38:11,599 --> 00:38:16,650

Callaghan: Thank you Mr. Dimes. John are you about ready?

00:38:17,799 --> 00:42:23,300

John Battagliano: Just warming up. [Laughter]. Tom a couple of questions.

Stage Member: Give an address please.

Battagliano: Alright, John Battagliano from Court Road. I'm the chairman of the town's Noise Air Pollution and Aircraft Hazards Committee, I believe that's the official title. Two things the point that the gentleman from East Boston was trying to make a while ago with Mr. Mooney, I believe, is the fact that even with the proposed extension of runway 9 away from Point Shirley towards the ocean, the distance from the start of the takeoff roll to Point Shirley will be almost exactly

the same as the current distance from the start of the takeoff roll on for aircraft using the Neptune Road runway, that is runway 33 to Neptune Road. So that it might be anticipated that the height of aircraft over Point Shirley, even with the ex--- proposed extension of runway 9 will be approximately the same height of aircraft over Neptune Road taking off on the Neptune Road runway, and given the conditions on Neptune road I think that you know that that situation is pause is, you know, gives reason for the people of Point Shirley pause to consider this proposed extension of the runway even though it is away from Point Shirley. The other point is that I agree with you that most of the data that we should be looking at to try to get some idea as to what the effect of that extension would be is contained in the environmental impact statement. And as I recall, that data very clearly shows that the percentage of aircraft over Point Shirley in Winthrop is going to increase dramatically with this proposed extension. And point of fact, the proposed increase will be 26 percent for the amount of aircraft taking off in about 120 percent more than doubling for the amount of aircraft landing over Point Shirley, and again these are figures directly from your own environmental impact statement, and we do accept them, but all of this was stated that the expansion hearing about March 10th when we went on record as a--- as opposing that particular project and we maintained this opposition. Now one--- now I'd like to refer though to a point and ask Tom Callaghan this a question about this nighttime curfew. You stated the dependence of a large number of manufacturers within the Greater Boston area on Logan Airport to ship their goods out such as electronics, but what percentage of those goods are at--- would actually--- would absolutely stop being manufactured if they were forced to be shipped out at three o'clock in the afternoon rather than at three o'clock in the evening? This is a major point that really has to be addressed and I don't believe it ever has been, in terms of a nighttime curfew. Now our committee has engaged a private consultant in conjunction with a community group in East Boston that has had to do this study on his own, and we are coming up with some data which indicates that the vast majority of freight shipment that goes out of Logan Airport during the evening hours would, could indeed be easily transferred to aircraft that would take off in the daytime hours and therefore there would be a very minimal amount of adverse economic effect with a full nighttime curfew at Logan Airport. And I would also like to ask whether or not the port authority has investigated the suggestion by Governor Sergeant to utilize Westover Air Force Base which was--- which has recently been suggested to be closed down by President Nixon as a possible reliever for these nighttime curfew--- for these nighttime jet flights as recently proposed by Governor Sergeant. Before you can adopt a master plan for Logan Airport, you've really got to see how it fits in with other potential sites such as Westover and not do a damn thing at Logan until you've taken that into account. Now have you, you know, investigated the governor's proposal for Westover Air Force Base yet?

00:42:26,400 --> 00:45:34,500

Mooney: I think I could speak on that and several of the other items that you raised obviously---  
Callaghan: Leave some for me.

Mooney: ---to question whether or not we've studied Westover, I think you would agree that there really has not been enough time to adequately look at that. I will say though that it was and has been looked at in connection with a statewide airport system study that's being done by two departments of the commonwealth, and I think that in all probability that might be the more appropriate place. Now these are two departments directly under the governor's control and be interesting to see what they would recommend. They have not completed the study, and I don't--- I would say that it's not foreclosed as a good study item and certainly it warrants careful consideration. Now going back to the first point where you explain the other gentleman's point I understand what the point is. I didn't measure the exact distance, but I think that the main point here is that that isn't the option that's available. What you have today is actually closer than Neptune Road. Now to say that if you make it the same as Neptune Road then it's still a bad situation, I think we would admit that it's noisy, but we're saying that it will be less noisy. We're not saying that it's going to be a nice situation when you extend it, we're saying that it will be better in our judgment. Now in connection with the where you compare the figures that were in the environmental impact statement and say that there will be a 20 percent increase in operations as a result of this runway extension, I think if you didn't say that you certainly implied that---

Battagliano: I did

Mooney: ---and what you are doing is comparing 1971 figures with what they would be with the extension. What you're in 1980.

Battagliano: That's right.

Mooney: What you're not doing is comparing what the projected operations will be in 1980 without the extension as compared to 1980 with the extension, and you'll find that it amounts to approximately one aircraft operation per day, so I think that it's fair if you're going to accept our projections for 1980 in one case you should accept our projections for 1980 in the other situation, so I know that you've said this before and publicly on a number of occasions and I've seen it in the paper but I do believe that you should compare 1980 with 1980 and not '71 with 1980 because that is not a valid comparison.

00:45:34,600 --> 00:46:11,400

Battagliano: No, but the problem is that the Port Authority itself has never told the people of Point Shirley in a major public forum that they can't anticipate by 1980 major increases in the number of aircraft operations over Point Shirley, and it really beats me as to how they you know as to how you can you know tell those people down there or anyone else in this town that that this extension is going to mean less noise for them when a point of fact by 1980 there are going to be a great deal more aircraft flying over Point Shirley, and that the Port Authority as a--- as a governmental body is in a position to affect those figures.

00:46:12,100 --> 00:47:33,200

Mooney: Well we have been, as part of any analysis you compare the proposal with a do nothing, and do nothing means not to extend it. Now if you compare the two then you have to

compare the figures that that I mentioned, and the fact is that there is a projection that there will be more operations over Point Shirley in 1980 than in 1971, but we're saying that it will be almost identical. And the reason that we say this is the fact that I think you know or should know enough about the type of aircraft that operate at Logan to know that that almost all of the aircraft with the exception of a few, a very few aircraft can and do take off on runway 9 today. Now if they can and do today then we say that they can and will in 1980, without the extension, and so that it doesn't mean that you can put more airplanes on there, 747 can take off on that runway today.

00:47:33,440 --> 00:47:48,400

Battagliano: But your own environmental impact statement though on a number of occasions states very clearly that the proposed extension of runway 9 will allow its use by the much heavier four-engine jet aircraft than at present, and I'm quoting verbatim from your own statement of about a month and a half ago.

00:47:50,559 --> 00:48:06,400

Mooney: We're saying yes there are some operations, but I'm telling you that the numbers are extremely minimal and the fact is that the projection with or without is almost identical.

00:48:06,559 --> 00:48:16,300

Battagliano: But those figures should be made available to the public especially to the people of Point Shirley, you know, before you allow them, before you even invite their participation in this kind of a process.

00:48:16,319 --> 00:48:27,900

Mooney: Well actually they were invited, they were made available, they were distributed, they were made available more than 30 days prior to the hearing on the 10th of March---

00:48:27,900 --> 00:48:37,800

Battagliano: No but they weren't. All that your environmental impact statement says is that the runway extension will allow its use by the heavier four engine jet aircraft without being specific about the numbers.

00:48:38,100 --> 00:49:00,200

Mooney: Well if you take a look at the report in detail you'll see the numbers.

Battagliano: I have they---

Mooney: They are in there, and the numbers of operations that will be on that on that runway, and yeah it's in the technical report. Have you analyzed all of the backup data?

00:49:00,240 --> 00:49:13,960

Battagliano: I've analyzed the entire report including the analytical reports, and that's where the information comes from that you know where you can anticipate the major increases in the aircraft use over Point Shirley.

00:49:114,200 --> 00:49:36,590

Mooney: No well, I'm just saying again, and I I don't know how I can explain it differently, that we're projecting almost identically the same number of operations without the extension as will occur with the extension, and I don't know what more we can say.

00:49:36,600 --> 00:49:41,000

Battagliano: Have you got the basis for that projection?

Mooney: What's that?

Battagliano: Do you have the basis for that projection?

00:49:41,839 --> 00:50:12,200

Mooney: Yes and it's in the study, we invited people to raise questions about the study. I don't know whether you submitted questions asking for more detail on this, but again this is something if it's a valid question then we're obligated or certainly should provide it as--- to the FAA as part of their final environmental analysis that they'll make on those proposals.

00:50:15,040 --> 00:50:21,600

Battagliano: all right thank you  
[Applause]

00:50:22,079 --> 00:50:32,200

Callaghan: Anyone else from Winthrop, this lady here would you care to come forward please? Would you give us your name and address? It may be difficult to associate the proper name.

00:50:32,200 --> 00:50:48,200

Audience Member: [inaudible] I just wanted to speak to the [inaudible] for a change. Is there anything you can do about the soot that comes on our lawn [inaudible] and through our windows [inaudible]. It may seem small, but at the end of the day [inaudible].

00:50:50:00 --> 00:53:16,600

Callaghan: Well there has been a program in which the newer type of jet engine which powers the 727's, 737's, and dc-9 have been cleared up so that you don't see the black exhaust smoke. Whether or not there are some conditions under which a retrofitted 727, 737, dc-9 might exhaust droplets of oil or something of that nature I don't know. I think that we did take a sample of the grit from your window and tried to determine whether or not it was aircraft oil, and we didn't arrive at a satisfactory answer even though we spent some money with a registered chemist person that was supposed to be able to come up with an answer, but I think

there is a continual effort being made to make certain that there isn't any droplets coming from a jet engine. Now I for one wouldn't say that this never occurs. I do say that apparently with the newer aircraft this problem has been solved. With the retrofitting of the JT8D engines, the 727, dc9 engines I believe that it has been solved, and there's only the remaining engines which I don't think are under any retrofit program at the moment, are they Dick? But, you know, we recognize that no housewife or anyone else wants to have this soot on their property and a great deal of effort has been made, will continue to be made, to eliminate this problem. Yes Bob?

00:53:17:600 --> 00:53:25,700

Bob: [inaudible] ---will transcribe his notes. Would you be kind enough just to see if he would include [inaudible].

00:53:25,839 --> 00:55:41,800

Callaghan: Be glad to, and I just want to say to the selectmen that these meetings were scheduled on particular dates. The first blue booklets that went out were delivered to the selectmen's office, but I apologize for not having negotiated some more satisfactory schedule. But I do say that I'm perfectly ready to meet with a selectman just as I said at the March 10 hear--- March 12 hearing, so perhaps there's a little bit of lack of communication on both sides. Anyone else that cares to make any comment? Hearing none, I don't know that Dick has anything further to say, we don't want to prolong this. I do want to express the appreciation of the staff, and I'm sure your own appreciation, for having Bill Leyden here because he certainly can speak on equal terms with the other members of the board of directors and I'm sure that he will report to them the ideas particularly those that were most significant. Dick do you want to say anything further? Thank you all for coming, I trust that this is beginning of a an effective program to work out at least some of the solutions and to develop a master plan which everyone will understand and realize is being considered from the point of view of the community and the point of view of the safety of the aircraft and passengers. Thank you very much.

Audience Member: [Inaudible]