

Record Group TC6/1995

Massachusetts Port Authority Public Hearing Files, 1970-1986

Preliminary master plan meeting in South Boston, [April 1973], Tape 2

(Continued from Tape 1)

00:00:00,080 --> 00:00:54,480

Thomas Callaghan: ...cooperative measures might be developed. And, if I'm not getting you into trouble by saying so, I want to compliment you on your forthright and well-balanced criticism of the Port Authority and the noise situation. Thank you.

Georgie Morris: Can I just answer that, that as far as the Port Authority was ... [inaudible] ... first it was the MPA, or the Port Authority last year that stopped us from getting it done last year through the mayor because your tracks were there and you couldn't get the trucks up, so don't blame it on the city of Boston. Now the city of Boston's plan has already gone through and look, it was your rails that were holding up the whole thing, not the city of Boston.

Audience: [Applause]

Thomas Callaghan: Well, we'll let it drop there.

00:00:55,680 --> 00:02:14,879

Elizabeth Kelly: My name is Elizabeth Kelly and I live at 70 O Street, which is directly across the Street here; when you walk out the door, you walk right into my door. And we're talking about airplanes going over and I'd like to say to Mrs. Morris that one day I did count them, from 9 o'clock in the morning till 5 at night, and 235 planes went directly over my house. That's not including what came over probably a block down or came over on Broadway side. So, I just wanted to let her know that there is quite a few planes that come over during the day, also during the night, and I think these heavy cargo planes are disgraced that come over here. They shake your homes and everything else and there's infants in the homes in these places and they cannot sleep, and I'd like to put on record that I'm against expansion of Logan Airport, for one thing, and I think they should try and change this 22-Right—or whatever it is—and 4-L—or whatever it might be, I don't know exactly what the runways are—so that they do not pass over our homes here in South Boston.

Audience: [Applause]

Thomas Callaghan: Thank you. We're in no sense trying to minimize the noise that we know exists and does irritate people. Yes, sir?

00:02:14,879 --> 00:03:33,840

Murphy: Name is Murphy, live on East First Street and I'm the fellow you gave the report to. And I must say, you're a pretty shrewd individual. You really emphasize the trucks being as loud as the aircraft, which is a lie because the trucks are nowhere near as loud as the aircraft, and the only reason I mention it because the traffic pattern now does not go over my house, only when the wind shifts, which is very rarely, but you extend this runway it will. Now, you know the noise from the trucks. Mr. Sullivan who came up my house, first of all, admitted that no one should be living on the street, but you have done nothing. I appreciate the report because I'm able to use it, but you have done nothing. You built that terminal up there, put a trucking outfit without

once considering the people down there. No one on the street knew what was going up there. You notified no one. You talked to no one. And I would like to know how the street became a 24-hour truck group? I've been trying to find that out, and I can't. Could you tell me that?

00:03:34,319 --> 00:04:50,800

Thomas Callaghan: The street, as I recall, has been used by trucks for a long time. The Marine Terminal has been there for many years and interdates the Port Authority's operation which began in 1959. The city has the policing power. There may be some other powers of the state, but the Port Authority does not determine truck routes. As I mentioned before, we're candid in stating, yes there are trucks going in and out of Castle Island, yet there are good many trucks going in and out of other facilities along First Street, and we will be glad to do anything we can to lower the truck noise which happens to be about 90 dBA, as I mentioned my letter to you, and if someone wants to compare that with aircraft noise in the area, they're entirely welcome.

00:04:48,240 --> 00:06:02,240

Murphy: Well I've lived on the street quite a while, that's my misfortune, I bought down not knowing the neighborhood and then White Fuel expanded, and we can't get rid of the places now. They never ran at night, until about two years ago, and that's when you people put that sea-land outfit up there. Now they run 24 hours a day. For two years them children down they have been going to school without any sleep. The city will do nothing the street, as I recall, has been used by trucks for a long time—as you know, from the letter I sent you. The city of Boston does not have a noise rating for trucks because I have the report on that also, and it eliminates vehicular traffic. And what else produces noise but traffic? I don't know, but it eliminates that. So I've been getting the runaround as the letter I sent you, you could see, but I appreciate the letter. You're a shrewd customer.

Audience: [Laughter] [Applause]

00:05:59,039 --> 00:07:59,840

Thomas Callaghan: Yes, sir.

Emmanuel Aaron: My name is Reverend Emmanuel Aaron. I'm pastor of South Baptist Church here in South Boston. I live at 319 K Street. I'd like to thank the board for coming to South Boston this evening. At the last meeting Mr. King said that these runways, 4-L and 9, head toward the main shipping channels and didn't seem to realize that South Boston existed over here. I would like to focus on some of the things some of the people have testified this evening, not only here but also East Boston, Chelsea, Winthrop, Revere. I believe their testimony has indicated very well, in addition to your projected figures of flights, volume of flights, at Logan Airport, that the existing facility at its present location is not adequate for this number of flights and therefore it's pretty well indicated to me that another airport is required. Now when, in your presentation, you mentioned that the extension of these runways would not increase noise in this area, that they were for safety reasons, that the takeoff landing thresholds would not be moved, the people here don't believe that because Massport has such a low credibility around here. And we might ask, "What about the navy base here in South Boston? Is Massport going to buy it and is that going to become part of the master plan and also part of Logan Airport?" I take it you have to have good humor to deal with Massport these days and several

have proposed facetious types of suggestions, so I have one as well: that Logan truly become an international airport and that be that it be located 12 miles outside of Boston Harbor. And at such time as the international limit is moved to 200 miles—and I hope it will be—that it may be moved 200 miles from Boston Harbor, thoroughly solving our problem with Logan Airport. Thank you.

00:08:01,199 --> 00:09:42,000

Thomas Callaghan: Thank you, Reverend. Does anyone else care to make a comment or ask questions?

Ann Icardi: Ann Icardi. I'm a member of the South Boston Residence Group, South Boston Citizens, several organizations in South Boston. Now you say that there would be no change in South Boston. Now I have, for years—the last four or five years—sat at the foot of South Boston Yacht Club, at the foot of P Street, here. It would, for years, we could sit there on a summer evening or a day and enjoy ourselves. Today you can't sit on that back porch. We have masses there the 30th of May; the priest has to stop. It's an outdoor mass. It's terrible. They come right down over the Yacht Club roof, now that's in South Boston. Now you don't mention much about the approaches coming in. If you've got 200 of them, now you can imagine what it's like, I see them down here in the Point section—I'm watching them. If they're over the roof of the Yacht Club, which is not a tall building, they still are going to go over to East Boston. Now when they get about to 2nd Street, they must be practically on the on their roofs. Now you don't say anything about raising the approach so that they'd be coming in over South Boston probably 150 to 200 feet higher. What are you going to do about that? That would release us of some of the noise. But if you have them coming over our rooftops in South Boston, what are you doing about bringing them in higher? You can't do it, can you? On the approach because we're too near the East Boston airport. And the noise is terrific.

00:09:38,560 --> 00:12:08,320

Thomas Callaghan: We don't like to claim anything that we don't feel is a true forecast, and even though there are experiments with steeper approaches, the approaches do level out to the present incline of about 3 percent, 3 or 4 miles away from the airport, so I have to tell you, frankly, that insofar as steeper approaches are concerned, they're not likely to help this area. We do hope that soundproofing of aircraft engine coverings or development of a quieter engine will prevail. And I would only say that there is evidence of continued aeronautical development because the 747 and the DC-10, the Lockheed 1011 are considerably more quiet than the bigger planes of past years: the 707 and DC-8. But we are not here to tell you anything that we don't feel is a true forecast.

Ann Icardi: It would be better [inaudible]. Take them in [inaudible] the nose. Take them in on gliders; we wouldn't get any noise.

Thomas Callaghan: We'd like to do that. You probably know that the Massachusetts Port Authority is not the agency which has supervision of aircraft in flight—that belongs to the federal government. We all at the airport work together on the Logan Airport Noise Abatement Committee and we would welcome anyone coming over to a meeting—if you just call the Port Authority we'd be glad to let you know when there is a meeting. We discuss all of these things with the airline pilots and with the air controllers and with the airlines, and we do our darndest

just to try to improve the situation, but there is going to be a slow decline in noise and that's about all that we can say at the moment. Yes, Jean?

00:12:06,079 --> 00:13:35,839

Jean Willy: I have a question. You didn't answer the Reverend's question. Would you have an answer to that? I heard Mr. King himself say they were looking into—it was on a TV program—about the navy base, and I have a, yes, rather pet saying that I think everyone knows: that Ed King thinks he can walk on the water. Maybe he's going to fill in the Harbor so the rest of us peasants can walk across, you know? This is what worries me.

Thomas Callaghan: As far as—

Jean Willy: The navy base. Now don't say they're not thinking about us because the great man himself was on TV, Tom. We all heard him say it on TV—that they were looking into it and there was a possibility and all that stuff. So, I mean, is there anything progressed any further?

Thomas Callaghan: No, I don't believe so. Unless Dick knows something...?

Jean Willy: That's a real scary proposition.

Richard Mooney: Not as far as Logan is concerned. I think that was the reference that was made to it. The—

Jean Willy: Well Mr. King is Logan.

Richard Mooney: [Laughs]

Thomas Callaghan: I think the Reverend was rather facetiously saying that this might become a part of Logan, but I think that they are both interested in whether or not our seaport operation would incorporate the—

Jean Willy: You really don't think he's going to fill in and let us walk on the land then, where he walks in the water?

Richard Mooney: [Laughs]

Thomas Callaghan: I don't think so.

Jean Willy: That's good.

00:13:24,240 --> 00:15:24,000

Thomas Callaghan: Yes, Ms. Morris?

Georgie Morris: If I may be excused from walking up to the mic. I just think I brainstormed by listening. In answer to Ms. Icardi's question [inaudible] If there is a rectangle up on the screen there—let's have it coming from top to bottom—where exactly do the planes coming over the Yacht Club, where do they land?

Thomas Callaghan: He'll point it out. They land—

Georgie Morris: Would it depend on where they came from?

Thomas Callaghan: No, it would depend on what runway is being used for landings. It's primarily the 4-Left runway.

Georgie Morris: The 4-Left, yeah. Well now, here was the thought that came to me, and it may be crazy. If you reversed completely, you know because—it might cost a fortune—but if you reversed completely the planes coming in through the northern section and those coming from ours—which I assume is southern, isn't it?

Thomas Callaghan: Yes.

Georgie Morris: Then would the planes coming over our area, if they landed in a little different spot, be less high as they came over our houses? And would those coming in over East Boston be less high, if they landed a little nearer to us? Do you understand what I'm saying?

Thomas Callaghan: I think I do. You mean if they landed farther down the runway—

Georgie Morris: Yeah, because they must be a minute and a half from my house, for instance, from East Boston a jet plane. A big jet, a minute and a half I'd say.

00:15:22,800 --> 00:17:09,439

Thomas Callaghan: Armand here is pointing to the landing threshold of runway 4-Right and that is virtually in a parallel position to the threshold of existing runway 4-Left. Now an airport is laid out so that there will be sufficient length of runway for the larger planes to operate safely. Not only do they have to be able to break to a stop, but there has to be the consideration that perhaps their brakes might not work on occasion and they might have to take a longer run down the runway before they could come to a stop so that it is not safe to land large planes in the middle of a runway.

Georgie Morris: So that that's really too completely unfeasible. See we're awfully close.

Audience Member: We're on the approach, and the approach is where the planes are coming in low. It's on the approach to the airport, not the takeoff.

Georgie Morris: That's what I'm talking about, yeah, the coming into the airport.

Thomas Callaghan: I fully realize that it's the approach to runway 4-Left which troubles South Boston far more than the takeoffs.

Georgie Morris: Right.

Thomas Callaghan: If Armand here would just designate, once again, the takeoff path I think you'd realize that it doesn't come over here very often. There might be some instance where the air controllers gave a straight out takeoff, on a rare occasion.

00:17:17,280 --> 00:18:34,720

Audience Member: What she wants to know, Mr. Callaghan. Is what is the tracking from coming over South Boston, the approach to the airport. She wants to know what route that takes when it comes over M Street and over P Street to the airport. What route does it take? We know about the takeoff; we're wondering about the approach. It's the approach that bothers us most. It's the planes that are landing.

Thomas Callaghan: Well—

Georgie Morris: I think what I'm really trying to suggest is—Ms. Icardi said we are so close to the airport. Now you can't change our being close to the airport, but if you could change the spot where the plane lands, then it would be higher when it left my house or her Yacht Club.

Wouldn't it?

Thomas Callaghan: Well, yes, that is true, but I might also say that if you displace a runway by a thousand feet, I think that the additional height you gain is about 50 feet. Is that right? So that you can't gain a great deal of altitude by displacing that threshold of 4-Left another thousand feet down the runway. You would gain 50 feet, and there might be some benefit, but—

00:18:31,919 --> 00:19:56,720

Georgie Morris: It was a good brainstorm while it lasted. Just one other question: who dreamed up the idea of putting Logan there in the first place, you know?

Thomas Callaghan: Well, I'm glad you mentioned that because it wasn't us!

Georgie Morris: [Laughs] You know, Heathrow is so far away from London, and yet it isn't that much of a disadvantage to get down there.

Thomas Callaghan: Well I'm sure that there are airports that are located more propitiously for the community than Logan Airport. They do tell the story—and I think it's apocryphal—that Mayor Curley wanted to take over the Macomber Estate in Framingham when Logan Airport was contemplated, but he wasn't successful. No one has volunteered to say that they were the father of Logan Airport's location, but we do like to have people aware that the Port Authority, which came into existence in 1959, did not locate the airport there, and, as I said before, has participated in several studies concerning a second major airport.

Georgie Morris: And facetiously I think they named it Logan—I think—just to appease us, knowing how they were going to abuse us. Do you know who Logan was?

Thomas Callaghan: Yes, I do. Yes, sir?

00:20:00,559 --> 00:22:26,640

Matteo Brignola: I'd like to say that, considering the prospective increase in traffic in the Logan Airport, that it's about time the Mass Port Authority told the truth, the real important truth, to the people of South Boston, and that, within 25 or 30 years, South Boston as a residential area will be no more. If anybody really takes a good look, they will realize that South Boston has to go. South Boston and Winthrop, I think, are both doomed as residential communities. And the big fault of the Massachusetts Port Authority is that they're not telling the people this ultimate truth. And it is an ultimate truth. If they are expecting twice the traffic within 20 years, that South Boston has to go and so does Winthrop. There can be no communities here. There can be no high-rise apartments here on this end of South Boston, for sure, and there can be no high-rise apartments in Winthrop, for sure. I think East Boston will be spared, the high parts of it, but Winthrop has to go and South Boston has to go. And the Port Authority's biggest fault is that they're not coming right out and telling the people here so they can sell advantageously and get out because it's bound to happen. My name is Matteo Brignola. I live in 7th Street, South Boston.

Audience: [Applause]

00:22:23,360 --> 00:23:59,520

Thomas Callaghan: Thank you, Mr. Brignola. We respectfully disagree with your forecast because—

Matteo Brignola: Then you have to build another airport somewhere else!

Thomas Callaghan: Well not only have the aeronautical engineers brought the noise level of the newer aircraft down about 10 decibels below that of the previous large aircraft, but with the changes in the high bypass engines and with sound proofing of the engine coverings, at least another 10 decibels lower can be achieved, and if I may be slightly erudite—

Matteo Brignola: How can you eliminate the air pollution?

Thomas Callaghan: Well I think there are ways to do that. Some of it has been being done already.

Matteo Brignola: How many automobiles is the exhaust from one of those big jet planes equal to in the air pollution?

Thomas Callaghan: Well I think there's a different type of exhaust. The aircraft engine doesn't, when it is in flight, emit much of any carbon monoxide. The automobile does and that's a pretty dangerous part of the pollutant, so it's a different type of pollutant. You want to say anything, Dick?

00:23:56,240 --> 00:24:50,080

Jean Willy: The black smoke. That's where your problem is, and we get it here because we're at the beginning of it and we're at the end of it. When it's going down, we get it; when it's coming up, we get it. It clears after it gets about 15,000 feet in the air. We get it here, the pollution right here. Both ways advancing and going out. There's black streams; you can see them. You can watch them. It's all pollution.

Thomas Callaghan: I'm not trying to deny what you say, but in about 70 percent of the aircraft used in Logan Airport, the exhaust has been clear. But, you know, there are still planes which haven't had the retrofit for clearing the exhaust.

00:24:48,240 --> 00:27:56,320

Harry McDonough: Mr. Callaghan, may I ask a question? My name is Harry McDonough; I'm well known in South Boston. First of all, let me thank the Port Authority for donating the sailboat to the sailing program on Castle Island. But Harry McDonough has to live with himself. I would like to ask a question of the panel with all their great brains and panels upon panels. I spent 6,000 dollars on my home recently—aluminum siding. Has the Port Authority come up with a solution to get that crap off my house? And I will take you across the street to my house and show you the color of my house. Now I've had that tested my friends; there's kerosene in it! Today I had the group out sailing—God kill me dead and I don't lie. We had over 150 kids in that bay sailing this afternoon. This is incredible. The large aircraft come over there and the downdraft, if you know what I mean, and I've studied aerodynamics—that's part of sailing—damn near capsized the sailboat! That's how low he came into! Right hand of God! The boat leaned right down with the [imitation of plane descent sound]. I watched it. That's how low they're coming in over Pleasure Bay; it's incredible! And when I try to talk to the students down there forget it, forget it! We can't even communicate with them.

Thomas Callaghan: Well Harry, we can have a survey made of the approach levels over the area. This is a matter in which the FAA is primarily involved, and I'm sure they'd be glad to cooperate. As far as the staining of your house is concerned, I just can't say what causes it or—

Harry McDonough: I know what causes it. I could show you, Tom.

Thomas Callaghan: ...if what causes it could be remedied.

Harry McDonough: I could show you what's causing it. I watched out there today over the Pleasure Bay sailing area, and I'll take you down there tomorrow morning and show you those boats covered with particles of kerosene. I know what's happening. You want to ask me a question, sir, or do you want him to?

Thomas Callaghan: No. [laughs]

Harry McDonough: I mean the whispering pit you know?

Thomas Callaghan: No, I was trying to—

Harry McDonough: I'm not insulting either, but I like a person to talk to me.

Thomas Callaghan: Harry, I'll tell you what he said.

Harry McDonough: Yeah, no. I want him to say it.

Thomas Callaghan: I wouldn't keep anything from you.

Harry McDonough: Please, you say it, sir. I'm that type of fella, you know?

00:27:54,240 --> 00:29:50,189

Richard Mooney: Now you've raised some questions and there were some other points that were made... We have a couple of gentlemen here with us that are not part of the group, actually; they're from the Federal Aviation Administration in Washington.

Harry McDonough: Yes, sir.

Richard Mooney: One gentleman, Mr. Scully, has a primary responsibility in the environmental area.

Harry McDonough: Yes, sir.

Richard Mooney: And he's been following this very carefully, and he's arranged, for instance, to have a demonstration of a retrofitted 707 perform at Dulles next Monday. He's invited us down. He's asked us to get out our congressional delegation, for example Mr. King has wired, Senator Kennedy yesterday, et cetera, and we'd like to have them go there and take a look at this and see if it—in their judgment—has some merit as something to reduce noise.

Harry McDonough: Well I don't know why you have to go to Dulles when it's right here at the foot of the street.

Richard Mooney: No—

Harry McDonough: No, seriously.

Richard Mooney: Well let me—

Harry McDonough: Yes, sir. Go ahead.

Richard Mooney: This is a retrofitted engine from a noise standpoint. And also, the question of the elimination of the hydrocarbons and so forth from various engines, he is familiar with the program for the reduction on the JT8D engine as contrasted with a 3D—various, you know—progress is being made now that... I don't know specifically about your house, but I thought that he might be able to add some information that might be of interest as far as what's coming  
Harry McDonough: Fine. Great.

00:29:53,200 --> 00:33:25,360

Mr. Scully: Thank you, Mr. Mooney. I'd like to comment that I'm in Boston on other business, and I was aware of the hearing. And I find that many people on the Washington scene do not have the opportunity to go out and hear the people express their views. I'm not as familiar with the planned program, the master plan that the people here are presented and familiar with. What they're saying, I know, it's extremely technical; it must be awfully difficult for you people to thoroughly comprehend. I would like to comment on what I see in the future in terms of noise, in terms of air pollution, and the progress that we're anticipating. And I think I can document it. In the 1980 time frame we'll reduce the noise levels considerably. The location that you people, where this hearing is being conducted is extremely close to the end of runway 4-Left. And I wouldn't suggest that we'll be able to quiet the aircraft to the point that you would be happy with them, but we can decrease their levels considerably. Now on the point of



the kerosenes or the particles that do drop from the aircraft, we have been working this problem. I'm sure that the difference over the last two years, in terms of your particular problem, may not be discernible but I would suggest that within two years we'll have that licked. For one thing, the aircraft: we have required their engines to be what we call retrofitted, is 98 percent complete. There is only one airline that that has fallen behind, and that was because of a strike. They will all be completed this year. This represents at least 1,200 aircraft out of about 2,000 that operate in commercial service. The other aspect of what you probably are encountering is that we did permit, up until this past year, where they purged their fuel lines on certain aircraft. These have been plugged; all of them have been required to be corrected. This is something we can't accomplish with a sweep of a pen, but by the end of this year, it would seem that we'd have the type of equipment that flies out of Logan practically completed. When I say practically: well above 90 percent. I don't know if this is what you had in mind.

Harry McDonough: Thank you.

Thomas Callaghan: Okay. Thank you, Mr. Scully. Would you give your name and address, please?

00:33:21,519 --> 00:35:58,800

Elizabeth Fine: I don't... My name is Elizabeth Fini. 60 N—as in Nora—Street, South Boston. I have a question, actually. I missed some of the meeting; I had two wakes to attend earlier. Let's see. I don't know if this was discussed, but the question involves the STOL which is map reference number 3, and that is an extension, is it not?

Thomas Callaghan: That is a new a new runway, yes.

Elizabeth Fini: Now STOL, if I'm not mistaken, is short takeoff and landing. That would be smaller planes than, say, the 727s, right?

Thomas Callaghan: No, a 727 would not use that runway.

Elizabeth Fini: Right. So it would be a smaller plane. Now we seem to find that—is the new large one, is 747?—seems much quieter than almost any of the aircraft we've been used to up to, say, last year. So therefore, it would mean smaller aircraft that seem to be the noisier aircraft. Now you talk about lowering decibel rate and I don't know what adjustments to the engines of the planes, but that's talked of in, say, the 1980 period, which could be nearer to 1990. But meanwhile, we'll have to live with many aircraft. This is, I think, for commuter—does it say commuter airline? Would that be the Boston/New York run? Which is, I understand, goes practically—I guess you can get a New York flight out, what, every five minutes or something on any combination of all airlines that now use the airport. I think if you miss a flight, you can get another one in 10 minutes.

Thomas Callaghan: [laughs] It might be a little bit longer than five minutes, but the commuter airlines are the airlines that operate primarily, well, in New England. Is that a fair definition?

Elizabeth Fini: Yeah. Well, would you include—well New York isn't New England—but I mean would such a flight, Boston to New York, Boston to Providence, Boston to Portsmouth, Maine, would that be in that category of commuter?

Thomas Callaghan: Yes, but Mr. Mooney had better respond. These are not jet aircraft.

00:35:55,280 --> 00:38:50,160

Richard Mooney: Right. Commuter airlines actually fall—they're commonly called commuter airlines—the ones that are operating today, mostly these small airplanes that are about 18 to 20 passengers. We do have one air in New England that operates at DC-3; it used to be about 25 passengers. They may get close to 30 passengers on these days. But they are the ones that really are taking the place of the regular scheduled airlines in some locations in New England and in other locations, they are actually feeding the passengers in on a very short-haul basis. There was only one attempt made to operate this kind of a service out of the New York area. It was out of Hanscom Field, and this was discontinued because there was not enough business to warrant the operation of the even the smaller aircraft because they couldn't compete. It's not as comfortable an airplane, and they can't run by side by side with the larger, faster, and just better service that a jet aircraft provides. So there is not—I would doubt very much that these so-called commuter lines could expect to compete, certainly not out of Logan with the regular jets side by side.

Elizabeth Fini: Well why then would this particular runway that's labeled STOL be necessary?

Richard Mooney: Well because it isn't to serve New York. It's to serve Cape, Provincetown, New Hampshire, Maine, Vermont, bringing people down here and taking them from the Boston area up there.

Elizabeth Fini: Did you not just say that commuter traffic isn't of great concern? That there isn't that much of it?

Richard Mooney: Yeah, no. There is a lot of it, actually.

Elizabeth Fini: That's my question: why then the need for this particular runway if there isn't that big a demand?

Richard Mooney: Well there is a big demand, but not to New York City.

Elizabeth Fini: No. Well I said Portsmouth, Maine or Providence Rhode Island or—

Richard Mooney: Okay well there are several hundred thousand passengers a year to these smaller communities in New England that are transported on the so-called commuter airlines. There are a lot of aircraft operations; it constitutes quite a quite a bit of it. I think we've got the numbers on one of the tables here as to how many it is, but it's something like 40,000 a year or something like that.

00:38:45,599 --> 00:42:31,839

Elizabeth Fini: In addition, isn't it necessary to take into consideration wind direction when landing and taking off?

Richard Mooney: Yes.

Elizabeth Fini: No matter what kind of a plane it is? Whether it's a Piper Cub or a 747? Is that not important?

Richard Mooney: Yes, different aircraft can stand a greater crosswind than some, but all of them, yes, they do have to consider—

Elizabeth Fini: Because we notice that the flight pattern seems to change when the wind direction changes, and primarily, our wind—I'd say from this time of year through October—is southwest which brings them right directly over this area in the landing pattern. Actually, in the winter time which runs, say November through spring, we have northwest winds prevailing, so that we don't have them directly over, and that is the time of year when everyone's battened down tight, so to speak, with storm windows up. But in the summertime, with windows open,

with screens, with outdoor living, we are absolutely hounded. Prevailing wind for those number of months is southwest, and, as I say, you can't change the wind, so you've got to use it.

Richard Mooney: Well, that's right, and, of course, the proposed new runway wouldn't have traffic either arriving or departing over the South Boston area.

Elizabeth Fini: I don't mean now. I referred previously to three, but there's one marked 2 and there's one that is unmarked. Whether it's an extension of 3, it runs parallel with 2. Now they run in a southwest direction. I don't see any...

Richard Mooney: Well the two runway extensions are extended in the direction of South Boston.

Elizabeth Fini: And they are in towards us, right. And so, therefore, in the months that the noise would be of greatest concern...

Richard Mooney: And we've stated previously that these extensions would not provide for the utilization of these runways in any different manner than what they are today because the threshold remains where they are. It is not going to mean more traffic in any way because of the extensions.

Elizabeth Fini: Is this an extension or is it just outlining in red existing runways? I thought in red... Maybe I've interpreted this map wrong. I thought in red are new proposed runways.

Richard Mooney: Maybe I can...

Elizabeth Fini: In your booklet. [pages flipping] Parallel 1, 2, and this is unmarked, but it's an L extension of 1. Are these extensions? And this?

Richard Mooney: One and two are extensions. Three...?

Elizabeth Fini: So it is bringing it closer to us.

Richard Mooney: Yes, it is bringing it closer to the extent that an airplane starts its takeoff roll from here rather than here. Landing—

00:42:37,839 --> 00:44:12,640

Elizabeth Fini: Landing is the problem! Would it not land nearer to the end of the runway on the water side? Well what is the point of extending it, then?

Richard Mooney: For takeoff.

Elizabeth Fini: For takeoff only?

Richard Mooney: From this end.

Elizabeth Fini: The what?

Richard Mooney: The landing in this direction here is longer this way, but the prime purpose is to take off from this end.

Elizabeth Fini: And what purpose 2? No, 2 is what?

Richard Mooney: 2 is an extension of 4-Left [inaudible]

Elizabeth Fini: But I still feel we would be affected. I think there would be an increase in the noise that we've suffered with to date and this proposal of quieter engines on your planes, well it wouldn't be accomplished maybe for, say, another 15 years. In 1980, which could be the end of 1980s, 1990. Meanwhile the noise would go on.

00:44:09,200 --> 00:45:19,839

Thomas Callaghan: Well no one can tell actually exactly the year when some significant improvement in the aircraft noise levels may be a matter which is associated with a large

number of aircraft, but I think that there is hope that sometime ahead of your anticipation that there will be a significant improvement. But, once again, we don't want to claim things that aren't pretty well documented, and the reduction in the aircraft noise generation by the engine is something which has to be worked on slowly, not only scientifically but politically. And we trust that the congressmen will work as hard as everyone else does on the subject. Is there anyone else that cares to make any comment? Yes, sir?

00:45:26,880 --> 00:49:03,839

William McCarthy: My name is William McCarthy, live at 848 East 5th. I would suggest a view of the probability of a further increase in traffic on that 4-R and 4-L, consideration be given over a period of a few years perhaps to change their direction, say about 15 degrees counterclockwise so that they would run over the east side of Castle Island and on the northern end instead of hitting Shirley area as they do now. Would be more to the left go out through the oil farms of East Boston and up them to the north. It would be half way between Saugus and Lynn.

Richard Mooney: Could you point with that? See if we understand?

William McCarthy: Yes, that's what I had in mind, up there. If those were over a period of a year or two it would not only let the fleet of earth-moving trucks that are going through the Callaghan and Sumner now continue for another couple of years. Shift the line like this so that the traffic, they would go over— See? My shadow is indicating it. So they go over the outside of Castle Island, east side of Castle Island, and they might change the pattern of noise in East Boston slightly by transferring it from the group here to this area over here which is not so residential, highly residential, as that area here is. So it would benefit East Boston as well as take it completely off the pattern now as it is in the South Boston. Now my house, incidentally, is right smack in line with 4-L, and over a period of two or three years, I've lost a couple of very good tenants. They're very sorry to go, but they admitted they couldn't take the noise. But I thought that that might be something for consideration of planning. If that shift were made, it'd just be a matter of a little additional fill in this area down over here so that you'd come out like that. And that would completely clear South Boston, as the gentleman previously remarked, it would, as it stands now, the idea of living in City Point in the years to come would be not a very pleasant prospect, but that would completely clear that and also do the same thing for Shirley and Winthrop. Incidentally, a little—a minor—point while I have the mic. Over at the Castle Island dock, at the eastern end of the Sea-Land Terminal, there where your crane is, there's a lot of scrap iron parts stored there and the people parading around Castle Island have to almost rub elbows with it all the time. There's a wondering if that could be stored in a less conspicuous place. Thank you, gentlemen.

Audience: [Applause]

00:49:06,079 --> 00:49:44,000

Georgie Morris: Mr. Callaghan, may I add to that last remark that all of you, I'm sure, are looking forward to the bicentennial? And there may be some people visiting that particular area, and you don't want anybody to say you spoil the appearance of that place, right?

Thomas Callaghan: Right. We will check in on that. I think that there has been complaint in the past, and I can't recall what was done, but we will check in on that. Mr. Mooney, you want to comment on the turning the runway? To the southeast?

00:49:40,880 --> 00:51:09,839

Richard Mooney: Well I'd like to say that this is one of the very good-thinking type of suggestions that have been made. That isn't very good English—I realize—but it's what I do mean. I think that it was very thoughtful. I can see two problems, the least of which is cost—but I don't think that's the prime consideration by any means. The main thing is going to be whether or not that orientation of the runway would provide adequate wind coverage in order to permit the capability to accommodate aircraft under all wind conditions. The other thing we'd have to look at—and I'd ask Armand to take a look at this. Let's see what the the amount of exposure might be in the East Boston area; admittedly, there's no question it would help South Boston because it would completely miss South Boston for many overflights. But whether or not this would pick up many more people in the East Boston area, in Chelsea, I think that would be a serious question.

00:51:19,839 --> 00:53:45,440

Georgie Morris: I think it would be dangerous for aircraft landing with the wind coming broadside.

Richard Mooney: Well we've got the—we'll take a look at the so-called wind rose and we can determine that. Whether or not—I just raised that as a possible problem, I don't know that it, in fact, exists. So it's going to be primarily the wind direction and people.

Georgie Morris: I can tell you, we watch Edison smoke and we know which way is the wind direction.

Richard Mooney: [laughs]

Georgie Morris: I can just watch Edison smoke and I can tell you exactly which way the wind direction is.

Richard Mooney: You think that based upon...

Georgie Morris: With these winds prevailing mainly from October to, what? If you kitty-corner your runway then you're getting the wind broadside to your planes.

Richard Mooney: Well we want to direct it into it. We want the wind directly, as closely—

Georgie Morris: But then you're getting you wind broadside to your planes coming this way. Flying this way and the wind coming at it that way, that's not good, is it?

Richard Mooney: No, we want the wind to come at the airplane, come into the nose of the airplane. Land into it and take off into it. No—

Thomas Callaghan: Just do—

Georgie Morris: Okay. And that will hold true until the last plane that's ever built, right?

Richard Mooney: Well, no. Keep in mind that they can accept a so-called cross-wind component, and the extent of the crosswind depends upon its relationship to the velocity of the wind. The stronger the wind the less of a cross-angle it can accept, and it's computed on what they call a crosswind component.

Georgie Morris: It's like sailing, then. I've had slight exposure to that. Very important, your wind direction.

Richard Mooney: Yeah, and a reach would do much better than end of the—

Georgie Morris: The wind catches you the wrong side, if you're sailing too tight you could go over.

Richard Mooney: [laughs]

00:53:45,599 --> 00:54:53,839

Thomas Callaghan: At the present time, the plane's taking off from runway 22 Right, which is basically—although not exactly—in the direction of 220 degrees, the pilot, as soon as practical, takes a turn to 195 degrees which perhaps is fairly close to the heading that this suggested runway would have. So there is a correlation between what is being done now—the planes coming toward this area, then they swing around Castle Island.

Georgie Morris: They hone in, I swear, on the Yacht Club porch.

Thomas Callaghan: Well they don't change their direction when they're landing, they just come straight in for—

Georgie Morris: I think that's when we're affected most: in the summer months!

Thomas Callaghan: That's true.

Georgie Morris: And this is when the noise is bothersome.

00:55:00,960 --> 00:56:03,920

Thomas Callaghan: Yes, sir?

Audience Member: Might I comment that I don't think 15 degrees is a critical move, shift for a plane with the power that they have today. I live right here at the Point; I spend a lot of my time around the Yacht Club area. I have seen all the various types of jets coming in frequently on 4-R, 4-L through the windows. Better from 45 or from 50 degrees off from the 4-R, 4-L almost a crosswind on the top. Of course there's the winds of the hurricanes, of course that would be another story, but I'm talking about normal winds. I don't think 50 degrees would be critical. And then apropos of the planes turning more easterly as they as they come up from 4-R or 4-L, that's true, but some of them don't. I say one out of every five zoom right over us. The four out of five do go out over the Island.

00:56:01,520 --> 00:57:23,839

Thomas Callaghan: Well we make periodic surveys of that, and we'll certainly check that with the air controllers. But on the other matter, you realize quite a bit about the way in which the airport is used. They can take a crosswind—which you're observing—especially if the cross wind isn't strong. Are there any further questions?

Elizabeth Fini: I have a question. I mean, you say primarily for take off those two parallel runway extensions that I mentioned but—at some point—I'm sure they'd be used for landing. Never?

Thomas Callaghan: We are here to say that there's no intention of using these runway extensions for landing. We say that the threshold will remain where it is on runway 4-L so that that will not change the situation we don't claim that it's going to improve it but it won't change the situation here.

Richard Mooney: I think Gary wants the microphone. I think Gary wants the microphone; he wants to say something.

00:57:24,640 --> 00:58:51,839

Elizabeth Fini: You have to maintain a certain height over the shipping channel, right? Is that correct? Over the main...?

Audience Member: Yes.

Richard Mooney: That's right.

Elizabeth Fini: Not the Reserve Channel, the other side of the base. You have to maintain a certain height as you go over, say over Wiggins, and even further over the waterway into, say Charlestown and Everett, everything else. Is that right?

Thomas Callaghan: Well when they go over the Castle Island terminal—you're calling that Wiggins—they are heading for a certain point in the runway (which is 2500 feet down the runway), therefore, their normal altitude or their incline on approach is high enough to avoid the ships in the channel. That's why the runway threshold has been displaced down the runway.

Elizabeth Fini: Well accidents do happen, and a one very serious one did in fog. A cargo plane and the white people aboard were killed. In fact, they were scattered in the lumber piles, pieces of their bodies and all the cargo aboard. Now, evidently I don't know what caused that. That was something bad. It was heavy fog.

Thomas Callaghan: I think it was icing.

00:58:54,010 --> 01:01:08,960

Elizabeth Fini: Well this was heavy fog, I believe. But any who. Say for instance Massport may be taking over some of the land area that the first naval district had which was the army base or a navy base or any of that. I mean there is talk now that Mass Port Authority will take that. Say for instance, shipping and all. There's a lot of talk up from East Boston; there's better facilities, there's better this, better that, and there wouldn't be the need, maybe, for the ships to go away up Harbor. So that you didn't have to clear you know that ship clearance bit. So, in the future, if there wasn't shipping by this particular area, wouldn't they could be brought in even lower than they are now? Isn't that the only thing that keeps you up at a certain height?

Thomas Callaghan: Well, I mean—

Elizabeth Fini: If shipping is safe, for instance the shipping that now has been coming in that main shipping channel, right? I mean they're talking up East Boston for shipping facilities, for contained area. Of course this contained area is well off—you know the area they come in. So let's say all shipping is on the East Boston side, they could come in at a—what is it? —lower rate of descent? If the shipping pattern of Boston changes and Mass Port Authority owns land that's adjacent, separated only by minimal water area, it's a probability—I don't say it's possible, it's probable.

Thomas Callaghan: Well when you're speaking of the contemplated container pier at East Boston, they have ships proceeding to and from that terminal would have to use the same channel as all the other ships. They wouldn't be closer to the East Boston shore. So that—Pardon?

01:01:06,480 --> 01:03:45,839

Ann Icardi: Isn't there a federal law on the shipping channel that you have to stay so many feet above it? Is there a federal law or am I wrong?

Thomas Callaghan: For aircraft to be so many feet above a ship channel I don't know that there's an actual federal law. There has been a considerable amount of study and determination of how high the mass of the ships are, and it's been calculated that the aircraft will pass over the highest mass. Yes. Is there any objection? I certainly—

Audience members: [inaudible]

Thomas Callaghan: Well there's actually no district representatives on the board. They all represent all the people, and there is a clause in the enabling act which requires that one person be skilled in engineering and another person be a representative of a recognized labor union. Father [inaudible] was a very valued member of the Logan Airport Noise Abatement Committee. I was speaking to Father Tollen about him tonight, but we now have Mr. Kane on the Logan Airport Noise Abatement Committee. Pat Kane.

Ann Icardi: I was just going to say, do we have any community representation on your board?

Thomas Callaghan: We have one person from each area. If somebody wants to visit, yeah.

Audience Member: Just one?

Thomas Callaghan: Well, yeah. That's all yes.

Ann Icardi: And do they have the right to talk at your meeting?

Thomas Callaghan: Oh, they do, I think, a good percentage of the talking, and that's what we want. But, I mean, if you ladies would like to come over anytime, I'd be glad to send you a notice of the meeting, and if you care to talk on some subject— or any subject— that's related to the airport with the pilots and with the representative—that is, we have chief pilots there, the airlines, and representatives of the Airline Pilots Association and the air controllers. And they'd be very glad to talk with you.

Ann Icardi: How often do you meet?

Thomas Callaghan: Well we meet at least once a month.

01:03:46,960 --> 01:05:20,640

Ann Icardi: Can we have Jerry [inaudible] give a [inaudible] to South Boston residence only a few months ago.

Thomas Callaghan: Yes, Jerry was on and I might—

Ann Icardi: Did he resign?

Thomas Callaghan: Yes, he resigned. I believe that he had more to handle than he could. And we tried to persuade three or four of the ladies to come on the board, but they finally decided that Mr. Kane would be the best representative, you know?

Elizabeth Fini: Who is Mr. Kane?

Thomas Callaghan: Pat Kane.

Ann Icardi: Pat Kane, Betty. From 219 West 9<sup>th</sup> Street. He's on the ABCDE. He's on the South Boston [inaudible] citizen. He's very active—I can't think of the word. You know him. You remember him.

Thomas Callaghan: But do you have any further thoughts on the master plan, please write in to Edward J. King, executive director of the Port Authority, at 470 Atlantic Avenue. Or if you have any ideas on how the aircraft noise can be lowered, talk to Pat Kane. I'm sure that he'll present them.

Elizabeth Fin: Can we register now for any mail that you care to send us?

Ann Icardi: About your meetings. You're asking us, wouldn't you like our name and address, or do you have it?

Thomas Callaghan: I would like to get the name and address of anyone that hasn't given it and who has spoken. I believe that our steno-typist has picked up most of the names, so we will have his record. Thank you all for coming.



