

**Airplane Noise Advisory Committee Meeting Minutes**  
**Thursday, January 21, 2016**

Meeting came to order at 7:35 PM

Members Present: Andy Schmidt, David Godine, Matt Crowley, Muna Killingback, Barbara Martin, Michael Andresino and Dr. Cindy Christiansen, Ex-Officio member and Logan CAC Representative.

Absent: Christopher Zambuto

Also in attendance was Melissa Fassel Dunn

A poll was taken of each member physically present to vote to have Jennifer Goonan join the meeting by electronic means. The vote was unanimous to allow participation via telephone.

The first order of business was the election of officers. Andy Schmidt was nominated as Committee Chair by David Godine and seconded by Matt Crowley. The vote was unanimous to elect Mr. Schmidt Committee Chair.

After a discussion as to the merits of a Vice Chair, Michael Andresino nominated Jennifer Goonan as Vice Chair of the committee and was seconded by Muna Killingback. The vote to approve was unanimous. Barbara Martin was nominated as Secretary by David Godine and seconded by Andy Schmidt. The vote to approve was unanimous.

The next agenda item was a report by Dr. Cindy Christiansen, Milton's CAC representative. Her report contained the following information:

- As of 9/30/16 the FAA would be concluding the BLANS 3 Study – the future of the CAC would then be questionable.
- CAC organization is not going to work, especially for Milton, base line is the current reality.
- Dr. Christiansen has requested runway restrictions in her capacity as CAC representative for the Town of Milton for the equitable distribution of airplane traffic.
- 4L cannot be used for arrivals unless 4R is backed up. She presented five documents that provide for runway restrictions. Years ago Runway 14 was built to alleviate traffic on the 4's – this outcome has never been achieved.
- A layman's reading of the Record of Decision indicates that the FAA/Massport are still bound by the PRAS goals and the optimum goal for traffic is 21% because PRAS goals will be in effect until these goals are superceded.
- CATEX (Category Exclusions) allow changes to runway paths but do not have to be disclosed.
- State legislature created the Massport CAC which represents 40 communities
- Logan CAC is funded by a grant.

It was at this point in the discussion that Mr. Godine asked at what point should the Town of Milton consider hiring an attorney. Mr. Godine suggests that unless and until the BOS becomes serious about either initiating legal action on behalf of the Town or creating a fund to support legal action, the FAA and Massport would not take the Town's request for mitigation of air traffic seriously. Mr. Andresino offered that legal action would be costly. Litigation does however allow access to information that would not be available otherwise.

The Town of Milton has hired a noise consultant, Nancy Timmerman, who at one time was employed by Massport as part of Logan's Noise Abatement Program.

Dr. Christiansen's recommendations for the Town of Milton and the ANAC is to continue to be vigilant and move forward with all available avenues of action. Dr. Christiansen is in contact with Congressman Lynch's office.

Dr. Christiansen also suggested that airplane noise be defined as a health problem. This means of defining the problem as a health risk would be a long term path toward resolution. However, it was suggested that the Institute of Medicine might be contacted to perform a certified study to document noise in concentrated flight path neighborhoods of Milton.

Short term goals that were established for the ANAC:

- Andy to access a contact for Governor Baker's office.
- Jenn to prepare an outline of a narrative for the next committee meeting for answers to health and equity questions. BOS would have to approve prior to public distribution
- Muna is to contact the Massachusetts Office of Public Collaboration to explore options for the Town of Milton for resolution to airplane noise.
- Matt to examine the DNL/population figures shared at the December meeting with the FAA as well as examine the efforts other towns have made to better document their own air traffic burden.

The last agenda item discussed was future meeting dates with February 23 or 25 suggested.

Meeting adjourned at 9:35PM.