

2-D2

Runway 33L



**MEDFORD, MASSACHUSETTS
MAYOR BREANNA LUNGO-KOEHN**

September 28, 2021

Via Electronic Delivery

Massport Community Advisory Committee
c/o Law Office of Robert Allen, Jr., LLP
300 Washington Street
Brookline, MA 02445

RE: Boston Logan RNAV Study Public Information Session, Public Comments

To Whom It May Concern:

I am submitting this written testimony in addition to the brief statement I made during the September 23, 2021 virtual public hearing.

The City of Medford has been part of the Commonwealth of Massachusetts since before the War of Independence and played a vital role in the region since its founding. A key center of ship building and innovation in ship design throughout most of the 19th century, Medford was also home to Amelia Earhart, who lived here before her historic 1932 solo flight across the Atlantic Ocean. In today's Medford, nearly sixty thousand residents call the city home. Long densely settled in many places, our city has grown, and continues to grow and evolve in parallel with a busy transportation infrastructure that has also grown and evolved alongside us and in the skies above us. Naturally, steady growth of this infrastructure has been driven by the city's proximity to Boston and by dramatic growth of the metro region in recent decades.

The ground transportation infrastructure impact on Medford is unmistakably evident: the city is bisected along its entire North-South axis by I-93, the largest coastal interstate artery in the Northeast. Densely populated residential neighborhoods line both sides of this highway. In the western half of the city, there is a busy commuter railway and new light rail service is currently being added within that corridor. In the eastern half is the MBTA Orange Line train, which runs above ground in Medford.

Additionally, Medford is no stranger to air transportation noise. Logan airport's longest runway, 33L/15R, points directly at Medford. The city's inhabitants have lived with jet traffic for generations.

However, major changes in the geolocation of flight paths following the implementation of NextGen procedural changes in 2013 (most notably, the "33L RNAV SID"), resulted in immediate, profound, and unprecedented changes in the sonic landscape of the entire city. Medford went from being one of a group of non-line-of-sight communities exposed to jet departure noise, to being the exclusive catchment area for *all* jet departures en route to the primary GPS waypoint (known as "TEKKK"), as well as arrivals on runway 15R. Compounding the problem, the TEKKK waypoint is located directly over the largest elementary/middle school complex in Medford, resulting in the exposure of hundreds of children to constant low-altitude aircraft noise on a daily basis. Planes turning at TEKKK use one of four branches that together effectively blanket large parts of Northwest and Southwest Medford.

In the case of Medford, the effects of system-wide flight path concentration have been greatly compounded by other factors specific to Logan and the region:

A large (26%) increase in overall operations at Logan 2013-19, including the addition of a 2019 hub by Delta Airlines.

Significant expansion of international flights resulting in a disproportionate increase in late-night operations (10.5% in one year alone, 2016-17), often including large aircraft types, and a contraction of our “sleep window” from 6-7 hours to only 3-4 hours when 33L is in use.

Seasonal prevalence of NW winds, causing almost constant use of runway 33L for prolonged periods of time.

Therefore, it came as no surprise to us when findings from the Neighborhood Environmental Survey (NES) confirmed what we have been experiencing, and also hearing from many of our fellow citizens for the last nearly eight years.

Medford complaints to the FAA (both individual households and overall complaints) have increased by orders of magnitude since 2013 and have stayed at unprecedented levels since, indicating that our citizens are not “getting used to” the new normal. As illustrated by the **MIT RNAV Study**, these complaints are clearly clustered in areas of the most extreme RNAV concentration, many of which lie within the borders of Medford. The inescapable conclusion is that, although Medford lies well outside Logan’s 65DNL jet noise footprint, many of her citizens are annoyed, and remain annoyed, by repetitive, round-the-clock jet noise. Clearly DNL is not a sufficient metric to quantify citizen annoyance in a flight path concentrated RNAV regime.

The City of Medford appreciates the FAA’s undertaking of the NES for the stated purpose of creating a new nationally representative dose-response curve to understand, and presumably reflect, how community response to aircraft noise may have changed since the era of the Schulz Curve. Similarly, there is an appreciation of how the introduction of Performance Based Navigation (PBN) procedures brought improvements to safety and efficiency. **It must be noted, however, that these improvements have come at the expense of significant community public health disbenefits in the communities exposed to extreme concentration of flights.**

We are disheartened by the denial by the FAA to **support systematic departure flight track dispersion that we have been advocating for, for a great deal of time.** We do not seek to move all concentrated flight path noise to other communities. Instead, we seek to share the noise burden equitably. We all benefit from the relative proximity to Logan International Airport and must share the burden equitably.

The second block of the **MIT RNAV Study** is concluding without a suitable proposal to amend the existing Runway 33L Standard Instrument Departure (SID). Our communities asked for dispersing 33L departure operations to equitably share the burden but instead the proposal that FAA put forward was another concentrated RNAV (area navigation) procedure that does little for our beleaguered residents or sensitive areas such as public schools and historically disadvantaged neighborhoods. **The proposal moves concentrated flight paths around but does not disperse them equitably.**

Future studies will be important, and their outcomes may lead to meaningful improvements, but we cannot continue to wait indefinitely. **We need systematic and equitable dispersion of the departure flight tracks, today.** Our residents are not acclimatizing to this dramatic increase in noise. As our society adapts to the next normal and more residents work from home, we expect that the restoration of pre-pandemic air traffic levels will lead to an even greater negative public health toll on residents.

The City of Medford agrees that it is important to better understand whether related aircraft noise considerations, such as the potential effects of aviation noise on reading comprehension and learning motivation in children, warrant more detailed studies. As stated earlier, TEKKK was placed in very close proximity to a large public-school complex. **In addition to that, the accumulated toll on disadvantaged communities should also be better understood.** TEKKK is in very close proximity to the City of Medford's environmental justice populations, as well as our schools.

We need FAA and its partners to leverage the immense resources and technology options at their disposal to design a safe, efficient 33L departure procedure that also disperses 33L departure operations to dilute the concentration of noise and air pollution, equitably.

Thank you for your consideration of this important matter. Please contact my office with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Breanna Lungo-Koehn".

Breanna Lungo-Koehn
Mayor, City of Medford, Massachusetts



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1020

Representative Steven C. Owens
Twenty-Ninth Middlesex District

24 Beacon Street, Boston MA
(617) 722-2800 x 7315
steven.owens@mahouse.gov

Committee Member

Telecommunications, Utilities and Energy
Financial Services
Global Warming and Climate Change
Steering, Policy and Scheduling

October 4, 2021

Flavio Leo, Director
Aviation Planning & Strategy
Massachusetts Port Authority
fleo@massport.com

Alaina Coppola, Director
Community Relations & Government Affairs
Massachusetts Port Authority
acoppola@massport.com

RE: Comments on Boston Logan RNAV Study and Current Block 2 Recommendations

Dear Director Leo and Director Coppola,

I write to you today to provide comments in response to the Boston Logan RNAV Study and Current Block 2 Recommendations that were presented at a September 23, 2021 public meeting.

The proposed adjustments to the RNAV waypoints for runway 33L will provide little to no relief to the residents of Watertown and Cambridge that have been impacted by the increased concentration of flights over their homes since the implementation of NextGen procedures. This proposal shows that the FAA and Massport are unwilling take a more equitable approach of dispersing the flight paths leaving and arriving at Logan Airport.

The priority for the FAA should be to distribute flights to and from Logan Airport as widely as is possible to do safely. The current proposal merely moves flight paths – and therefore the noise – so that slightly different populations will be impacted. The total amount of people experiencing the current level of disruption due to noise changes only slightly. In Watertown and Cambridge, there is little to no relief expected from these proposed changes in the waypoints.

Our communities benefit greatly from having a world class international airport in close proximity. My constituents expect some amount of noise from airplanes overhead. What the implementation of RNAV has done, however, is create aerial highways that have severe noise and quality of life detriments to some neighborhoods while others experience hardly any flights overhead at all. Merely picking a different set of winners and losers is not in line with our communities' request for relief in the form of a more dispersed flight pattern into and out of Logan Airport, and particularly runway 33L.

As we come out of the COVID-19 pandemic, complaints about noise are increasing with the volume of flights using 33L. Communities under the 33L flight path are experiencing new early

morning and late-night flights. If Massport is using runway 33L disproportionately more frequently than other runways, we expect that the noise and associated health impacts will increase even beyond pre-pandemic levels.

The current proposal is completely unacceptable as a noise mitigation strategy for the communities I represent. I respectfully ask that Massport and the FAA continue to work to find a solution that better disperses flights into and out of Logan Airport in a way that does not rely on heavily concentrated flight paths.

Sincerely,

A handwritten signature in blue ink, appearing to read "St C Owens", with a long horizontal flourish extending to the right.

Steven C. Owens
State Representative
29th Middlesex District
Watertown | Cambridge

From: [Michael Adamian](#)
To: [Community](#)
Subject: Block 2 MIT study/ public comment
Date: Monday, October 4, 2021 8:49:25 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to comment on the Block 2 MIT study proposals by Dr Hanson that are the latest recommendations to address the thousands of complaints by residents of sacrificial cities and towns under the FAA/Massport RNAV narrow flight paths that are distressing so many of us in our homes and neighborhoods. My home is under the junction of the one of these main RNAV Air Highways created by FAA/Massport. I live in the Medford Hillside next to Tuft's University. I own my home. It is directly under one of the main departure routes from 33L. For the past 7 years I have endured a nightmare of noise and distress. In addition I have lost my **right to sleep** because of this corporate torture of having 2-3 hundred jet aircraft fly over my home, at altitudes between 2-5000 ft every 2-4 minutes for 18hrs a day depending on wind direction. These planes start flying at 5am and do not stop until well past 12 AM and start again at 5 am the next morning. This gives the residents of my neighborhood between 2-5 hrs within which to find sleep. This onslaught has caused me to have mental anguish, anxiety, fearful apprehension, and PTSD.. And I have lost my **right to sleep**. Despite a Herculean task for one at my age, I think of moving from my home of 27 years every day. You... Massport and the FAA are driving me from my home and have taken away my right to have peace and sleep!

That said, I see nothing in these proposals by Dr. Hanson and his MIT postdocs and graduate students that will save my health and sanity! The Block 2 33L departure protocols will only minimally give my neighborhood any amelioration from the criminal onslaught of these low constant noisy flights originating from 33L. It will however make life worse for many others in eastern and central Arlington and on the Somerville /Cambridge line. It is unacceptable.

The only real solution is to disperse these departures equitably among all neighborhoods in the Greater Boston area and have pilots gain altitude more quickly. Why are they still at 3 thousand ft 6 miles from the airport. There should not be any sacrificial zones. All should equally bear the cross of having to live near an airport. The people are suffering because of the RNAV protocols and not just in the Boston area but in cities and towns across our country and in Europe as well. It is a failure because it is acutely affecting the health of us beneath these flight lanes. Please listen to the voices of our distress and take humane action to preserve and protect the health of our families and especially our children. Disperse your planes, make them gain altitude more quickly, give back our **right to sleep**.

Michael Adamian
33 Capen st.
Medford, MA
02155

From: [Noel Scott](#)
To: [Community](#)
Subject: RANAV - Medford Ma
Date: Sunday, October 3, 2021 9:37:38 AM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it concerns ,

The concentration of airplanes over our house and our middle school is at best , overbearing
. Please disperse flight patterns .

Faithfully ,
Noel Scott
20 Logan Ave
Medford
Ma 02155
857-919-1214.

Sent from my iPhone

From: [Nancy Lowenstein](#)
To: [Community](#)
Subject: Air noise over West Somerville
Date: Friday, October 1, 2021 5:11:18 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live near Teele Sq in Somerville. Certain days we have so many planes flying overhead, I can't sit on my patio. I can't work or talk to company.

The planes fly so low, I can often read their logos.

I feel planes should be spread out over more communities so the Cambridge, Somerville, Medford areas are not bearing the brunt of this problem.

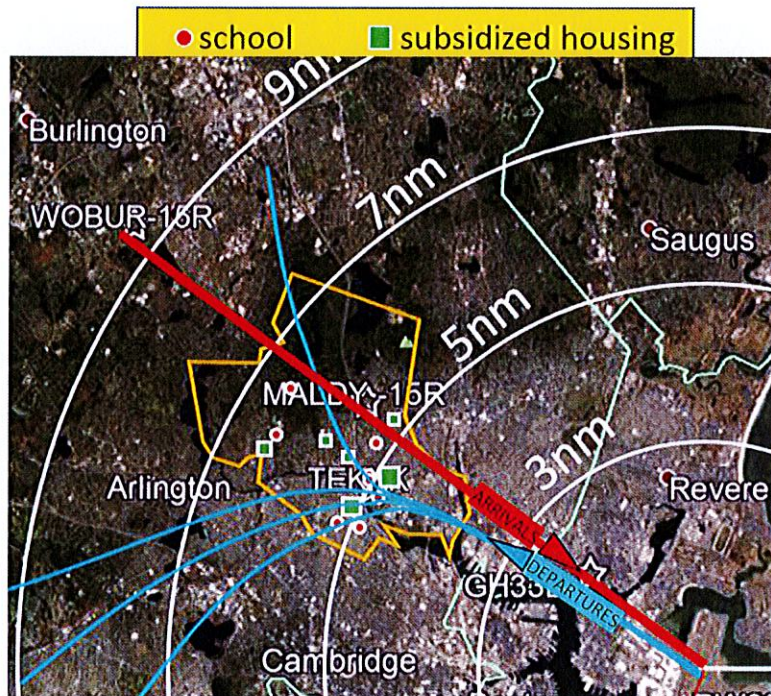
Noise pollution has been found to be a detriment to health, not just hearing, but the stress it causes as well as the impact of the jet fumes on breathing.

Please find a better solution. I understand that our airport is close to a city and many factors go into flight plans, please spread the noise around.

Best,
Nancy Lowenstein
W. Somerville
Sent from my iPhone. Sorry about the typos

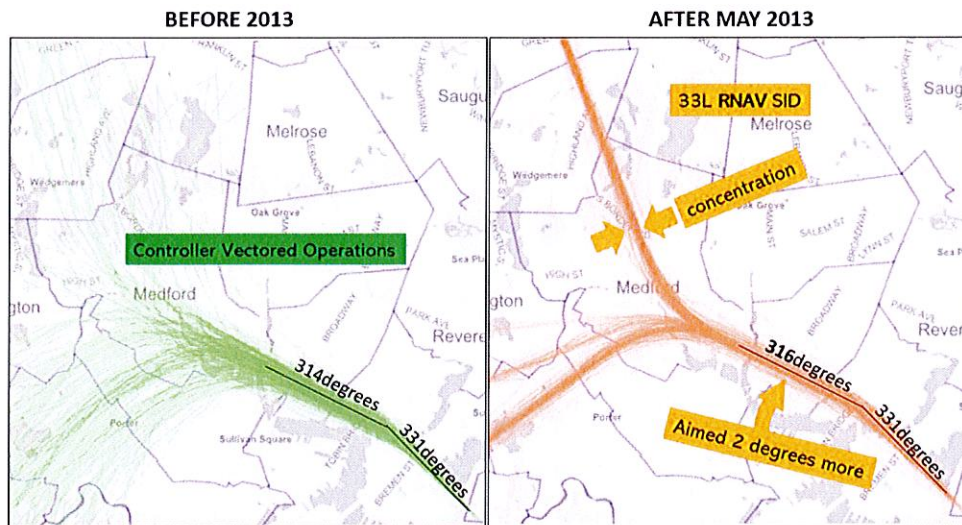
Dear Massport,

How is it equitable to route **every departure and every arrival** through Medford? **Please see figure below.** The picture reflects the current situation; it is clearly, plainly wrong that so many large jets are deliberately routed over Medford as a result of the "2013 RNAV". Though the 2013 RNAV **reduced the total number of people exposed, it doubled and tripled the exposure for over 60,000 residents in MetroWest Boston – many of whom live several miles away from the airport.** The 33L SID procedure directed concentrated air traffic straight to Medford's public schools and disadvantaged neighborhoods.



RNAV track 'centerlines' in blue
Range Circles are Centered on 33L Runway End

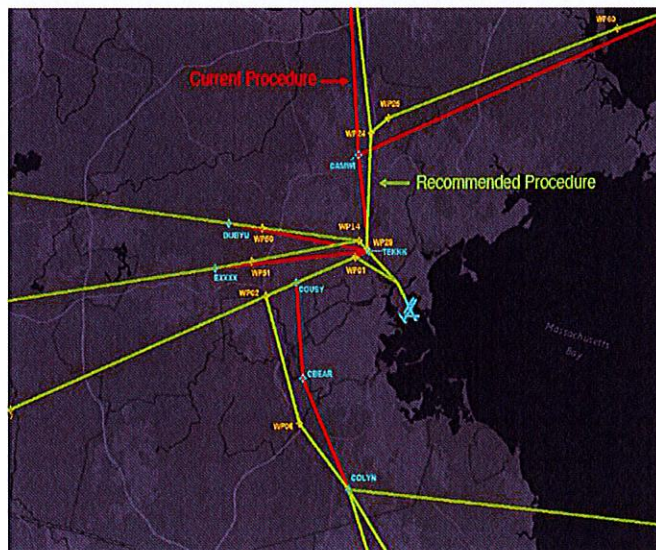
Logan Airport has been Medford's neighbor since the 1920's and up until RNAV in 2013 the widely dispersed, controller-vector'd departure operations were an acceptable trade for the benefits of a close-by airport. However, all that changed in 2013 when the RNAV procedure named the 33L SID unexpectedly brought intolerable changes to the quality of life for tens of thousands of residents in Medford. **Please see next figure**



The MIT RNAV Study was initiated to find solutions to the inequity caused by the 2013 RNAV. However, the second block of the **MIT RNAV Study** is concluding **without a suitable proposal** to address the significant problems caused by Runway 33L's Standard Instrument Departure (SID) implemented in 2013, the "2013 RNAV". Our communities, through our legislators, asked for help with dispersing 33L departure operations to equitably share the burden but instead the proposal put forward by FAA was **another concentrated RNAV** (area navigation) procedure that does little for our beleaguered residents or sensitive areas such as **public schools** and **historically disadvantaged** neighborhoods. The Block 2's final proposal for 33L, known as 2-D2, only offers slightly shifted concentrated flight paths around but **does not disperse tracks equitably**. Please see figure below, the current 33L is in red, the proposed 2-D2 is green.

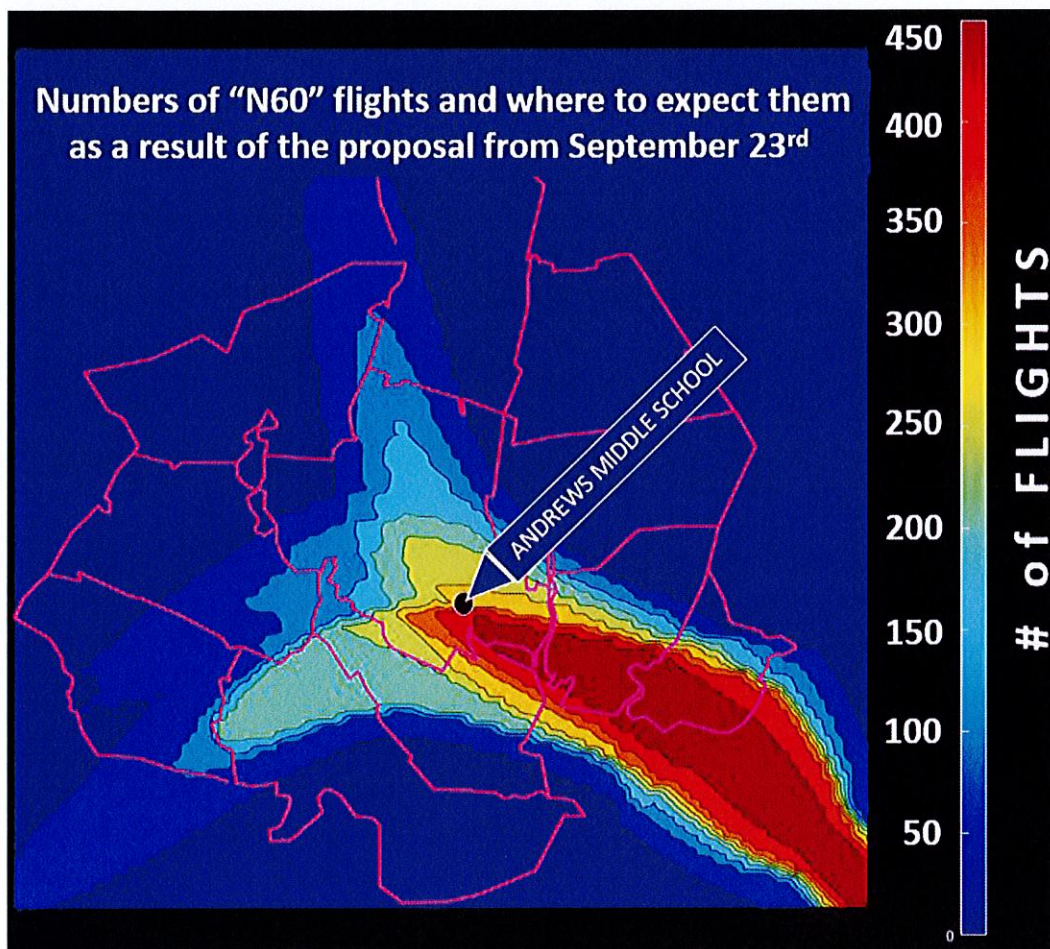


2-D2: RWY 33L Dispersion
Zoomed-out View



The proposed alternative procedure identified by 2-D2 and presented by MIT/FAA to the public on September 23rd, 2021 is not dispersion, **it is a slightly modified RNAV**, and not acceptable from an equity and fairness perspective because if implemented, it would continue to funnel the majority of departure traffic from Logan airport through Medford.

The figure presented next shows the MIT N60 dataset developed for proposal 2-D2 and plotted as isolines to show which geographies would be overflown by departures if the proposed procedure were to be implemented, and by how many jets. The **Andrews Middle School location is highlighted for reference.**



Our community has remained patiently tuned into the **MIT RNAV Study** ever since it was announced in October of 2016 and formalized in a memorandum of understanding (MOU). I want to acknowledge the cooperative engagement and data shared by FAA and its partners in Academia and Industry but am dissatisfied with the outcome. **We need FAA to sharpen their pencils and propose a better procedure design that disperses the departures.** Also, in the future, I recommend a more efficient study process that does not propose alternatives to the community without confirming TARGETS criteria are met, first.

The impacted 33L communities have participated in the now over five-year-long RNAV Study process in good faith and with the expectation that Massport and the FAA would reciprocate in kind, as indicated in the MOU that commenced the MIT RNAV Study.

We need FAA and its partners to leverage the immense resources and technology options at their disposal to design a 33L departure procedure that disperses 33L departure operations to dilute the concentration of noise and air pollution, equitably – and soon. We believe that the FAA reauthorization bill from 2018 guides that outcome and our federal legislators will **continue to press FAA to do better.**

I have faith that FAA and Massport will find a dispersion solution outside the constraints of the MIT RNAV Study for 33L departures because **that's the right thing to do!**

The region is clearly and consistently asking for a **more fair and equitable sharing** of the ever-increasing volume of operations at Logan Airport. Unfortunately, I do not see that in the proposal from FAA which was presented on September 23rd. **Therefore, for the reasons stated I object to the September 23rd proposal for an alternative RNAV for 33L departures** and continue to ask FAA to do better.

Sincerely,

Luke Preisner
Medford Resident

October 2021

From: patfal17@aol.com
To: [Community](#)
Subject: Air Traffic Medford MA
Date: Wednesday, September 29, 2021 8:07:38 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sirs,

After listening to the Zoom meeting regarding the use of landings and departures over certain areas especially in Medford, I was truly baffled to hear the reasoning that " it does affect Medford but it will affect more people if it changes" ~ Seriously? I have lived in Medford in the same neighborhood for over 50 years and always heard and saw plane ,but for the last 6 years it has been unbearable,. If I wanted to hear the all day every 2-3 minutes of planes landing I would have bought a house in East Boston- at least they get abatements and incentives. I would like to ask the FAA, Massport and the folks from MIT that did the study- " if the same flight path and runways continue in its current use- Will these communities affected be granted the same courtesies and incentives that the other communities receive? Please consider spreading out the current runway usage.

Regards,

Patricia Falasca
16 Grover Rd
Medford, MA 02155
781-760-4679

Comment 1: I do not support implementation of the Recommended 33L Departure Waypoint Relocation Dispersion Procedure as described in Section III, 2-D2: Runway 33L, Subsections 3, 4, & 5, on pages 44 - 46 of the above referenced report.

This recommendation is a woefully inadequate solution to the flight path dispersion required to bring relief from the repetitive noise impacts to those living under the concentrated 33L departure flight paths resulting from implementation of Performance-Based Navigation (PBN) RNAV procedures at Boston's Logan Airport. The noise from repeated over flights is detrimental to residents' health and wellbeing and has a significant negative impact on quality of life and the legal right to the quiet enjoyment of one's home.

Furthermore, the concentration of flight paths from implementation of PBN procedures is not fair, not equitable, not reasonable, not right, and is not necessary. In my City of Cambridge, MA, the concentration of Runway 33L departure flight paths has resulted in just 10% of the City's population burdened with 100% of the aircraft noise to which the City is exposed. This noise concentration in Cambridge, and all communities impacted by the RNAV Procedures, is a wholly inequitable and unnecessary concentration of the noise from Logan Airport's operations.

The seriousness and magnitude of the negative impacts on quality of life, health, and wellbeing created by the repetitive aircraft noise cannot be overstated. The negative repetitive noise impacts are real and well documented. It is irresponsible for, and negligent of, the FAA to continue use of PBN/RNAV procedures to create concentrated flight paths given its full knowledge of the well documented and significant negative impacts they create.

Comment 2: The inadequacy of the recommended alternative for 33L departures appears to be a complete rebuff by the FAA of the good faith and extraordinary efforts of the MCAC community representatives, the MIT RNAV Study Team, and impacted residents. The lack of a solution that provides relief to the repetitive noise impacts, after five years of intensive study, and the dismissal of the significant reduction in quality of life caused by implementation of the RNAV procedures exemplifies the FAA's continued refusal to accept and act on its responsibility to resolve the serious detrimental problem it created for communities impacted by RNAV Procedures at Logan Airport and around the country.

Comment 3: It is incumbent upon the FAA to develop and implement, in a timely manner, a fair and equitable flight dispersion alternative to the current Performance Based Navigation (PBN)/RNAV procedure for Runway 33L departures. This must include more fully exploring use of rotation of flight tracks and alternating use of procedure variants.

Comment 4: Section I, Introduction, page 9 – The report states “*Area Navigation (RNAV) provides the ability for aircraft to navigate between waypoints which can be defined at any location. This improves the precision, safety and flexibility in flight procedures.*”

Air transportation has been one of the safest forms of transportation for decades, before implementation of PBN/RNAV Procedures. FAA presents the safety benefit of PBN/RNAV Procedures as a primary reason for implementation of such Procedures. In addition, Operational Stakeholders consistently use the potential increase in risk, or decrease in safety to dismiss potential alternative procedures that would bring real relief to residents impacted by the repetitive noise caused by the concentrated flight paths.

The MIT Study identified a number of 33L departure procedure alternatives with real potential to reduce noise impacts caused by concentrated flight paths and more fairly disperse aircraft noise. As described by Professor Hansman during the September 23, 2021 Massport Meeting, incremental changes in safety or risk used to dismiss promising alternatives to RNAV Procedures from further consideration is very, very small.

- a) What is the incremental decrease in risk/increase in safety of air traffic operations using RNAV Procedures versus pre-RNAV Procedures?
- b) What is the magnitude of the safety and risk impacts noted and used to justify dismissing promising alternative flight path dispersal procedures identified in the MIT Study?
- c) What is the increase in risk/decrease in safety of returning to more ATC based procedures?

In the formal MIT Study assessment of flight procedure alternatives, how did the “Operational Stakeholders” weigh the very small incremental increase (or decrease) in safety against the very real costs in terms of reduced quality of life due to the repetitive noise exposures experienced by impacted residents?

Comment 5: Section I, Introduction, page 9 – The report states “*In recent years, it has become evident that some PBN procedures have potential unintended consequences in terms of community noise impact.*”⁴ This statement is incorrect in two respects:

- 1) the unintended consequences in terms of noise impacts is not a “potential” it is an absolute reality that is evident throughout the Boston area and the country wherever PBN/RNAV Procedures have been implemented
- 2) the noted Reference (reference 4) is an FAA document from 2013, 8 years ago, this is not recent. The real (not potential) unintended and detrimental noise impacts of flight path concentration caused by FAA’s implementation of PBN Procedures has been known, to both FAA and Massport, and documented for many years.

Please change the report text to accurately reflect the current knowledge and history of noise impacts from PBN Procedures as implemented by FAA.

Comment 6: Figure 3 on page 10 indicates formal input from Operational Stakeholders and the text on page 11 indicates further ad-hoc discussions with those stakeholders regarding barriers to implementation of the various arrival and departure procedures evaluated in the Study. Please provide, for public review, the Operational Stakeholder Meeting Minutes and specific feedback received from those Stakeholders for each alternative eliminated from consideration as a recommended alternative flight path procedure.

Comment 7: Please explain in detail how the airport will operate if the GPS system used to implement the PBN/RNAV Procedures fails. Will all air traffic halt? Or will pre-RNAV procedures and ATC resources be used to keep the airport in operation? If the latter, then please explain in detail why pre-RNAV procedures and ATC resources cannot be implemented, today, to create the dispersion of flight paths necessary to fairly distribute the aircraft noise throughout the 33L Communities.

Questions Related to the MIT Study and Report - Specifically Directed to the FAA for Response, as per the 23 Sept. 2021 meeting notice that states representatives from the FAA will be available to answer questions.

Question 1: Evidence that implementation of RNAV procedures and concentrated flight paths at Boston's Logan Airport and airports throughout the US results in significant detrimental repetitive noise impacts to those living under those concentrated paths is overwhelming. The impacts are evident by:

- a) The consistent negative response of impacted residents here in the Boston area and throughout the country where RNAV procedures have been implemented
- b) The findings of the FAA's January 2021 "Analysis of Neighborhood Environmental Survey" (NES)
- c) The more than 4,000 comments submitted in response to the FAA's Request for Input on Research Activities to Inform Aircraft Noise Policy (FAA Docket No. FAA-2021-0037)

The documented significant negative impact is inconsistent with the Finding of No Significant Impact (FONSI) presented in the **Boston Logan International Airport Runway 33L Area Navigation (RNAV) Standard Instrument Departure (SID) Environmental Assessment** (MAY 2013 FINAL)

The significant noise impact is new information not taken into account in the EA FONSI. If there is significant new information relative to approved FAA actions FAA Order 1050.1F requires a supplemental EA.

- 1) What is the FAA position on the inconsistency between the FONSI and the reality of the significant noise impacts caused by implementation of RNAV Procedures?

- 2) What will the FAA do to address the inconsistency between the 2013 FONSI and the significant noise impacts experienced by communities living under the concentrated flight paths?
- 3) What will FAA do to provide relief to those impacted communities?

Question 2: The above referenced "Analysis of Neighborhood Environmental Survey" (NES) and its companion FAA Request for Input on Research Activities to Inform Aircraft Noise Policy (FAA Docket No. FAA-2021-0037) states ***"Under the FAA's Airport Noise Compatibility Planning Program, airports may voluntarilyconsider measures that reduce existing noncompatible land uses and prevent new noncompatible land uses in areas exposed to significant levels of aircraft noise."*** It is further stated that ***"...more than 250 airports have used this process to 'consider' changes to local land use"***. Contrary to the conclusion presented in the May 2013 Final EA for implementation of RNAV Procedures at Boston's Logan Airport, the introduction of RNAV/PBN immediately created long and narrow paths of noncompatible land that were quite compatible with the airport operations prior to implementation of RNAV. Therefore, implementation of RNAV Procedures at Logan Airport are in direct conflict with the intent of the FAA's Airport Noise Compatibility Planning Program. Please provide an explanation for this significant conflict in FAA's actions and its Noise Compatibility Program.

Question 3: In development and implementation of the PBN/RNAV procedures in use at Boston's Logan Airport, was a cost-benefit analysis performed and, if so, please make it available for public review?

Question 4: How was the real cost to residents living under the concentrated flight paths, in terms of reduced quality of life, health, wellbeing and property values caused by the repetitive noise impacts factored into the justification for implementation of RNAV Procedures and selection of the specific flight paths now in use?

Question 5: The FAA states their mission is to provide the safest, most efficient aerospace system in the world. Please define the term safety in the context of FAA's mission and describe, in detail, the FAA's mission responsibility with respect to safety.

FAA's responsibility to safety must take into account, if it does not already, the safety of not only people flying in planes or the safety of the aircraft themselves but also those living in the communities where airports are located. How can the FAA achieve their mission with the use of NextGen and PBN/RNAV procedures to create concentrated flight paths when those concentrated flight paths cause significant and detrimental impacts on the quality of life, health, and wellbeing of residents living under the resulting flight paths?

Question 6: One 33L departure flight path is directly over Fresh Pond in the City of Cambridge. Fresh Pond is the City of Cambridge drinking water supply as well as a vital wooded, open space resource for the densely populated City and surrounding

communities. How were the potential health impacts of concentrated air traffic over the City's drinking water supply and the reduction in the recreational value and enjoyment opportunities of the Fresh Pond Reservation Area to local residents factored into the development of, and justification for, the PBN/RNAV Procedures and specific flight path currently used?

Question 7: The FAA uses DNL as the primary metric for evaluating noise impacts from aircraft operations. It is clear from multiple reports (including those by the FAA), self reported noise complaint data, and personal experience that valid, appropriate, and comprehensive assessment of aircraft noise impacts must fully capture the issues of:

- a) number of noise events/day,
- b) frequency of events,
- c) time of day,
- d) overall duration of repeated noise disturbances (e.g., 16 hours/day for 3 days in a row) and
- e) proximity of individual/community to a concentrated RNAV flight path.

The DNL metric used by FAA does not incorporate all these factors. Please explain why the FAA does not use valid, appropriate, and comprehensive assessment metrics of noise impacts from aircraft traffic under its jurisdiction.

Question 8: Air travel is very safe and has been for decades, well before implementation of PBN/RNAV procedures. What is the incremental reduction in risk and increase in safety using RNAV Procedures over pre-RNAV procedures? Also, the "Operational Stakeholders" that provided input to the MIT Study Team on the feasibility of alternative procedures developed in the Study cited increased risk or decreased safety as reasons to eliminate options from further consideration. Please provide, in detail, the magnitude of the risk and safety changes cited by the "Operational Stakeholders" so as to put these negative attributes of eliminated procedure options in perspective relative to other known industrial, public, transportation risks.

From: [Sarah O'Grady](#)
To: [Community](#)
Subject: Medford Airport noise
Date: Tuesday, September 28, 2021 7:13:08 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Who it May Concern,

I am writing in reference to the horrible airplane noise over my house in Medford, MA. As I sit here the planes continue loud and unending through dinner and beyond.

Over the years, the problem gets worse and worse. I beg you, for the health of our children and elders, to consider dispersing the planes over Medford to other communities.

Please, please no more over the Middle School. We can't have this anymore it is unsustainable.

We are watching and eagerly await your response.

Thank you.

Sarah O'Grady
139 Forest St, Medford, MA 02155

617-947-0348

From: [Sasha Rollinger](#)
To: [Community](#)
Subject: 33L changes
Date: Thursday, September 30, 2021 8:11:32 PM

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Hello,

I'd like to voice my support for the changes proposed as part of MIT's study of Runway 33L. The noise we get over West Somerville is truly chaotic some days and we have shared the brunt of it for too long. Please vote in support of the proposed changes which aim to equitably distribute the noise.

Thank you,
Sasha Rollinger
Somerville MA

--

Sasha M. Rollinger
(202) 415-2886

From: [Sarah Rabdau](#)
To: [Community](#)
Subject: low flying aircraft - Upper Highlands Malden
Date: Tuesday, September 28, 2021 7:05:29 PM

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Hello

Over recent years my husband and I have noticed the increased amount of air traffic flying overhead in our neighborhood of Malden, on the Medford line. We live on the corner of a major street, so street noise is something we deal with. But the increased noise from aircraft makes our outdoor space incredibly noisy. When people are over in the backyard we often have to stop conversations because of the noise - we can't hear each other from 5 ft away. It has gotten much worse in recent years.

I heard you were taking feedback and wanted to put my voice in the mix.

thank you

~sarah

From: [Sharon](#)
To: [Community](#)
Subject: Excessive airplane noise
Date: Sunday, October 3, 2021 10:59:48 AM

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I have lived in Medford for 10 years. In the first few years, there was the kind of overhead airplane noise and traffic that one would expect in community within 10 miles from a major airport. But in the past 5 years, the noise (and even sometimes physical vibrations) from low flying aircraft has become at times INCESSANT and unreasonable. I have spent summer evenings unable to sit out on my back porch because of planes roaring overhead every 2 minutes (yes I timed them) for hours - from 5 pm to midnight. I have been awakened at 2 am by the deep throated roar of what I assume to be an international flight flying low over my neighborhood. I understand that this will happen intermittently as planes take certain routes. What causes the most disturbance is the episodes of constant overhead flights that last for hours and sometimes days. I have been told it happens based on winds and which runways are being used. I know it will happen all night when I can stand in my driveway and see the planes coming in 3 distinct paths over and over. They are clearly "in a lane" and all 3 roar over Medford.

Please please please find a way to disperse the air traffic over a wider area. I love Medford but when these days and days of incessant airplane noise happen, I start to feel as if I must move because they begin to make me ill - with headaches and poor sleep. Again, I don't mind living near an airport - but I hate that somehow my town is now in a tight air traffic lane that didn't seem to exist a decade ago. Please widen the lane. Disperses the noise.

Thank you

Sharon Purcell
18 Hancock Ave
Medford ma 02155

Sent from my iPhone

From: [Smita Shukla](#)
To: [Community](#)
Subject: Concentrated flight paths over Medford
Date: Wednesday, September 29, 2021 2:01:47 PM

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Hi there,

My name is Smita Shukla and I reside in Medford MA. I heard you are taking comments on the Medford flight paths. There are times when there is a continuous stream of flights flying overhead which is noisy and disruptive to my day to day given I work from home. I would really appreciate if there would be fewer planes (perhaps the flight paths can be changed/rotated so that Medford isn't constantly bombarded with noise)?

Thank you for your consideration.

Best,
Smita

From: [Theresa Dupont](#)
To: [Community](#)
Subject: MIT RNAV Study and Medford
Date: Thursday, September 30, 2021 8:35:43 AM

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Hello,

As a longtime resident of Medford, I wanted to share my personal feedback regarding the inequitable dispersion of air traffic through Medford. After the 2013 RNAV determination, Medford and MetroWest citizens were made to be the involuntary recipients of greatly disparaged air traffic noise.

We in Medford have been awaiting a just and efficient redetermination since October 2016 under the MOU; the September 23rd proposal does NOT address the redispersion of traffic noise and pollution that we, in good faith, understood that the FAA would take in advisement.

Please take into consideration the health and livelihoods of so many residents who were forced to take on this noise pollution, for the sake of other communities.

Thank you.

From: [Tamara Smith Holtslag](#)
To: [Community](#)
Cc: [Tamara Smith Holtslag](#)
Subject: Objections to Boston Logan RNAV Study and Impact on West Medford, MA
Date: Sunday, October 3, 2021 8:47:12 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it May Concern:

We write as concerned long-time homeowners relative to the proposed flight path changes that will impact West Medford, MA in particular. We own our home at 14 Newton Rd., West Medford. After attending the recent public Zoom meeting, and viewing the proposed new flight paths, it is clear that some neighborhoods and communities will be disproportionately affected, including ours, with the proposed changes.

We don't write this from the perspective of "not in my backyard," but rather, we ask that the decision-makers better consider flight path options that **disperse the burden we all share, as part of city-living, among the various communities and towns with close proximity to Logan Airport.** Many towns and cities in greater Boston enjoy the benefits of having an airport close to home; but not all towns share the burden of hundreds of low-flying planes daily, close to take-off and landing. We already experience in Medford significant daily noise, annoyance, and a greater potential for ill health-effects. As parents of two school-aged children, we have genuine concern that with the proposed changes, child and adult residents of towns and cities like ours, which would be over-burdened with even more air traffic overhead (while other towns and cities are not,) will be at an even greater risk for deleterious health-effects.

Please consider a more equitable and dispersed flight path scenario. Communities like ours shouldn't be made to suffer the effects of hundreds of planes each day, while other towns and cities also in close proximity to Logan enjoy the benefits of same, but without suffering the ill-effects like West Medford and its residents surely will with the proposed plan.

Tamara and Paul Holtslag
14 Newton Rd.
W. Medford, MA 02156

From: [URSULA BOYLE](#)
To: [Community](#)
Subject: Airport Traffic
Date: Tuesday, September 28, 2021 6:17:09 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it May Concern:

As a citizen of Medford for over 60 years, I am concerned with the increase in air traffic over my home in the past several years. At times, the noise is normal. However, there are times where the plane about to land is so low that I can practically see the landing gear and, when that happens, the noise is deafening.

There is also nighttime traffic that can get very loud just as I'm about to fall asleep.

I'm not sure what if anything can be done about this, but I heard that Massport is interested in hearing about what we are experiencing.

Thank you for your time,

Ursula Boyle
60 Brewster Road
Medford, MA 02155

Sent from my iPhone

From: [Xinjian Qiao](#)
To: [Community](#)
Subject: Air traffic concentration
Date: Wednesday, September 29, 2021 5:13:41 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir/Madam,

We are bothered by the concentrated flight paths over our neighborhoods -- Gibson Street, Medford, 02155. Would you please take some actions to reduce the air-traffic, especially during the early mornings and late evenings.

Your help is greatly appreciated!

Xinjian Qiao
46, Gibson Street, Medford, MA, 02155

From: wings36@verizon.net
To: [Community](#)
Subject: We need greater flight dispersion from 33L over Medford
Date: Sunday, September 26, 2021 8:09:05 AM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

Moving the 33L flight path as recently proposed, is not what we in Medford have been requesting for the past 8 years!! We have requested over and over, that what is needed is greater dispersion of the flights so that the same Medford neighborhoods are not pounded constantly by 200-300 flights daily. We need fair and equitable dispersion of the flights-please widen the flight paths so the planes are dispersed equitably over Medford. The flight path now is too narrow!!

Thank you,
Maureen Wing
36 Dudley St.
Medford, Ma. 02155

From: [Melissa Misicka](#)
To: [Community](#)
Subject: Feedback on concentrated flight paths
Date: Monday, October 4, 2021 9:05:19 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, my name is Melissa Misicka and I've been a resident of Medford, MA for the past 12 years.

When I purchased my home in 2009, airplane noise was what you'd expect for any residence in proximity to an international airport. It never fazed me once, and it caused no issues in terms of my quality of life.

But, oh, how this changed after the introduction of the RNAV/NextGen system of concentrated flight paths. The relentless "airplane highway" that affects my house multiple days a week has taken the joy out of weekend days in the garden, made it challenging to hold conversations outside, been the backdrop of my Zoom calls while working from home during the pandemic, and forced us to close windows on beautiful nights so we can actually hear the dialogue in a movie we're watching. I cringe past midnight when late night planes rumbling so low threaten to wake my small children—I worked too hard to get them to fall asleep once already!

No one should be forced to suffer the onslaught of intense plane rumbling every 90-120 seconds for hours on end on any given day of the week. Solutions that move the problem wholesale to another region are **not** acceptable. We *need* more equitable dispersion so that the noise is shared across all of us, not just some of us. The solution presented by the FAA is not acceptable—we need to go back to the drawing board.

Thank you very much for listening,
Melissa Misicka
19 Vassar St.
Medford, MA 02155

From: [Mary Dussault](#)
To: [Community](#)
Subject: Airplane noise in Medford
Date: Tuesday, September 28, 2021 6:15:38 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have lived in Medford since 1976. The noise has never been as bad as it has been lately. It can be unbearable at times! Sometimes it can be every 30 seconds! It is totally unfair to our city and citizens.

Sent from my iPad

From: mauramedford@yahoo.com
To: [Community](#)
Subject: Concentrated flight paths: Medford
Date: Tuesday, September 28, 2021 9:20:48 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello. I am writing to urge a change to the 2013 FAA policy that created a four narrow flight paths for planes departing from Logan runway 33L. I would like to see that replaced with a more equitable dispersion of air traffic throughout communities west of the city.

For 21 years, I have owned a home in West Medford, just under the existing fork in the flight path that takes planes both to the north, and to the west. For 13 of those years, we were unphased by the plane traffic overhead, (fewer than 19,000 departures), knowing it came with the territory of living close to a major airport.

However, over the last few years we have been subjected to a constant bombardment of jet noise every 30 seconds, beginning as early as 5:30 AM and continuing until 11:30 PM, often for days at a time. There were more than 40,000 Logan departures in 2017, without a radical change in Boston area wind direction. The FAA policy and its resulting flood of noise has significantly affected our quality of life.

It has disturbed our sleep, forced me to close windows and turn up the TV. It has rattled our nerves, ruined our concentration when working from home and prevented us from enjoying our yard or having company. I am also concerned about the impact the planes' excessive noise and pollution have on the thousands of children attending schools in these paths.

Please consider the following:

- Reverting to equitable dispersion of planes
- Higher altitudes after take-off
- Restrictions on flights between 10 PM and 6 AM
- Abiding by laws that direct the FAA to "prescribe air traffic regulations...for protecting individuals and property on the ground."

Thank you.

Maura McEnaney

Medford, MA

mauramedford@yahoo.com

From: [MARYANN AND GORDON](#)
To: [Community](#)
Subject: Comments re: Conclusion of MIT RNAV Study in Boston Area
Date: Monday, October 4, 2021 8:31:41 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Members of our grassroots Logan Aircraft Noise Working Group are outraged that, after an expensive, protracted study on the effect of repetitive, low-altitude arrival and departure flights over communities in the Boston area, Massport has chosen to concentrate these paths even further over hundreds of thousands of families in Arlington, Belmont, Cambridge, Everett, Malden, Medford, Somerville, and Winchester. We urge Massport to act in the best interests of residents on the ground by:

- Rejecting FAA's characterization of its proposed flight paths as "safer" and "more efficient" than the equitably dispersed flights promised by FAA and advocated by grassroots groups throughout the country;
- Requesting a new, valid metrics report examining the exact population that will experience the proposed flightpaths, unlike the 2013 environmental assessment, which falsely factored in residents from the entire Boston metro area; and
- Utilizing equitably dispersed flight plans that are not only "safe" and "efficient," but also "humane" for residents who share the space above their homes with the airline industry.

Maryann Aberg
Founder, Logan Aircraft Noise Working Group
Medford, MA

From: [Medford Sox](#)
To: [Community](#)
Subject: airplane noise feedback
Date: Sunday, October 3, 2021 3:44:18 PM

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Dear Massport team,

My husband and I are Medford residents. We attended the Zoom meeting on Thursday, September 23. We listened to the technical reports about the runways and watched the slides and maps. While we appreciate that a forum was conducted, we are confused as to why the information wasn't presented in a way that would make sense to laypeople. As noted in the chat/comments, the slides were small and difficult to see. Maps were hard to follow because they shifted from one orientation to another. The language and information was very scientific and more appropriate for aviation engineers than for concerned families and neighbors. Some of the information compared different years but there was minimal data from the past couple of years. Not having more current data fails to account for the recent sharp increase in air travel and runway concentration. We weren't surprised to see the slides that exhibited a shift from the more fluid/variable paths of the early 2000s to tighter, more condensed paths. We unfortunately experience that increase in concentration because our house is directly under one of the runway paths. The disturbance and disruption is really stressful.

We have submitted multiple online reports to the Logan noise complaint program. In mid-August, I also called the phone number of the noise complaint line. A recording picked up which explained that there is reduced staffing and involvement with the phone line due to the state of emergency from Covid. Massachusetts lifted the state of emergency on June 15. Retaining the false information about the state of emergency makes it feel like Massport is NOT invested or interested in actually hearing people or in gathering data from actual people who are affected. There was an opportunity to leave a voicemail but the prompt did not request that the caller indicate their name, town, or any other information. There's no way to know if the messages were heard or aggregated since names and identifying details weren't collected. Again, it's hard to believe or trust that there is an actual desire to hear from people and collect their feedback.

As a representative from Milton stated during the forum, my family understands that some airplane noise is a fact of life with living in an urban area. Our issue is not with the general presence of planes but rather with the dense concentration of flights directly overhead and the sheer frequency. We endure the sound of the roaring planes as they approach, go right over us, and then continue past our house. The result is nearly half a minute of dominating noise. It adds up to enough disruption and noise that our conversations are interrupted and we have to turn up the TV to hear it over the intrusive sounds. When the weather is nice and we want to sleep with the windows open, we wind up closing them to try to shut out some of the noise. Even

with windows shut and fans on, we can still hear the noise and often feel the vibrations. As a result, we are repeatedly awoken overnight and miss out on the opportunity to have fresh air and open windows.

When I submit online feedback, there is a place to register the time of the complaint. I understand the timing data is collected because the reply is designed to cite the specific jet that created the noise pollution. As I usually try to explain in my submissions, there is not a single moment of time to document. Honestly, I wish it were just one moment wherein I look at the clock after hearing an offensively loud jet. Rather, it's jet after jet after jet. It's disingenuous to think that there is one individual moment of time for a report. The issue is the onslaught and unrelenting noise of ongoing air traffic. We are fine with tolerating some plane noise but the repetitive planes and disproportionate disbursement is unreasonable.

As I reported in an online submission in July, I started a five-minute timer and in the course of those five minutes, there were four planes. The sound of each one lasts for at least 30 seconds as it thunders towards us, flies directly overhead, and roars away. Please note that this means there is more plane noise than silence. That amount of unrelenting noise is unacceptable -- it is compromising my family's ability to work, to learn, to concentrate, and to sleep. Our mental health is suffering.

We are hoping that your forum and email-collecting process is more than just lip service. Our experiences and hardships are not just data points. They are legitimate concerns and fears for our health and mental wellbeing.

We'd like to see improvements in disbursement and more equity in the routes. The FAA's current solution (after MIT's five-year-long study with many options for dispersion) is to create more concentrated flight paths and shift them slightly. This proposal is not an acceptable solution; it is just slightly moving the problem. The fact that the FAA is proposing another concentrated flight path as a "solution" is so disappointing and does not demonstrate that complaints have been taken seriously. The FAA needs to take all of the complaints and feedback into account and admit these concentrated flight paths are ill-conceived and inequitable. The course of the planes needs to vary so that they aren't all so close, loud, and frequent. The oppressive noise is unrelenting and intrusive. Please understand how severely this is negatively impacting our quality of life.

Thank you for the opportunity to submit comments; we hope that our voices are heard and respected.

Sincerely,
Martha Dwyer

From: [Lynn Wolfsfeld](#)
To: [Community](#)
Subject: Comments on 33L proposed non-solutions
Date: Wednesday, September 29, 2021 8:48:00 PM

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No concentrated RNAV flight path or “highway in the sky” that is drawn over where people live will ever be a solution. The FAA needs to admit these concentrated flight paths were ill conceived and come up with a new procedure that offers equitable dispersion of the flights.

No one can or should have to live under a concentrated flight path. It’s absurd to think that a small group should have to shoulder ALL of the noise burden. It is simply too much - and it is only going to get worse as 33L continues to be used more year after year and capacity at Logan increases. Flights must be dispersed. I reject the current (and proposed) concentrated flight path procedures

This latest proposal is not a solution at all. It is more of the same problem (that will take over 7 years to fix or never get fixed at all- like the current situation we are in.) The fact that the FAA is proposing another concentrated flight path as a “solution” is a joke and a slap in all of our faces who have waited and worked so hard to come up with an equitable solution.

From: [Luke Preisner](#)
To: [Community](#)
Cc: [Blackman, Wade](#); [Sen. Pat Jehlen](#); [Donato, Paul - Rep. \(HOU\)](#); [Sean Garballey](#); [Barber, Christine - Rep. \(HOU\)](#); [Peter Houk](#)
Subject: Public Comment for MIT RNAV meeting 23rd Sept, 2021
Date: Friday, October 1, 2021 8:03:02 AM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)
[Preisner Medford Public Comment to Block 2 RNAV 23Sept.pdf](#)

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Good Morning Massport,

Please find my statement attached. It serves as my public comment with respect to the proposed 2-D2 procedure for runway 33L departures. I am sending this ahead of the expiration of the submittal deadline (which is Oct 4th)

Please confirm that you have received this public comment and added it to the record for the 23rd September meeting hosted by Flavio Leo and featuring Dr. Hansmann.

Many Thanks,
Luke Preisner
resident of
Medford, MA

The attached statement is also pasted here in case there's trouble with the attachment for one reason or another.

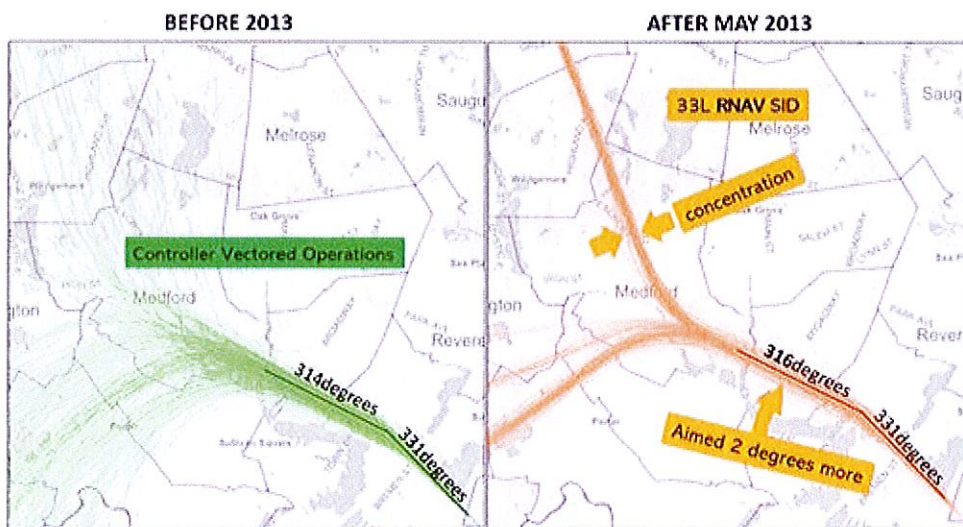
Dear Massport,

How is it equitable to route **every departure and every arrival** through Medford? **Please see figure below.** The picture reflects the current situation; it is clearly, plainly wrong that so many large jets are deliberately routed over Medford as a result of the "2013 RNAV". Though the 2013 RNAV **reduced the total number of people exposed, it doubled and tripled the exposure for over 60,000 residents in MetroWest Boston – many of whom live several miles away from the airport.** The 33L SID procedure directed concentrated air traffic straight to Medford's public schools and disadvantaged neighborhoods.



*RNAV track 'centerlines' in blue
Range Circles are Centered on 33L Runway End*

Logan Airport has been Medford's neighbor since the 1920's and up until RNAV in 2013 the widely dispersed, controller-vectored departure operations were an acceptable trade for the benefits of a close-by airport. However, all that changed in 2013 when the RNAV procedure named the 33L SID unexpectedly brought intolerable changes to the quality of life for tens of thousands of residents in Medford. **Please see next figure**

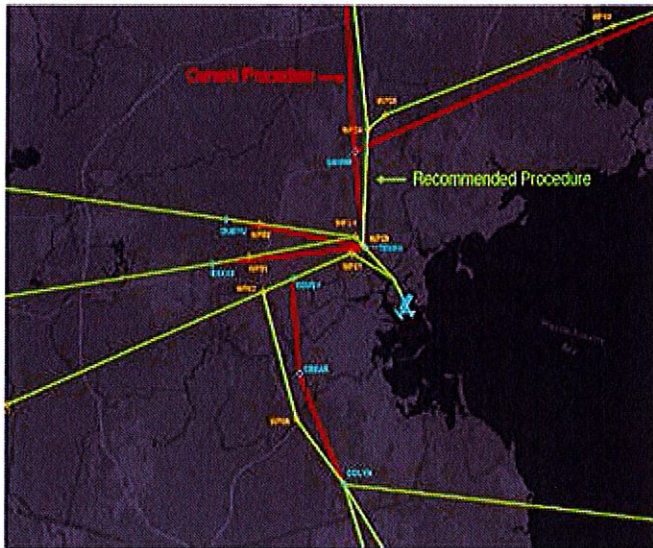


The MIT RNAV Study was initiated to find solutions to the inequity caused by the 2013 RNAV. However, the second block of the **MIT RNAV Study** is concluding **without a suitable proposal** to address the significant problems caused by Runway 33L's Standard Instrument Departure

(SID) implemented in 2013, the “2013 RNAV”. Our communities, through our legislators, asked for help with dispersing 33L departure operations to equitably share the burden but instead the proposal put forward by FAA was **another concentrated RNAV** (area navigation) procedure that does little for our beleaguered residents or sensitive areas such as **public schools** and **historically disadvantaged** neighborhoods. **The Block 2’s final proposal for 33L, known as 2-D2, only offers slightly shifted concentrated flight paths around but does not disperse tracks equitably. Please see figure below, the current 33L is in red, the proposed 2-D2 is green.**

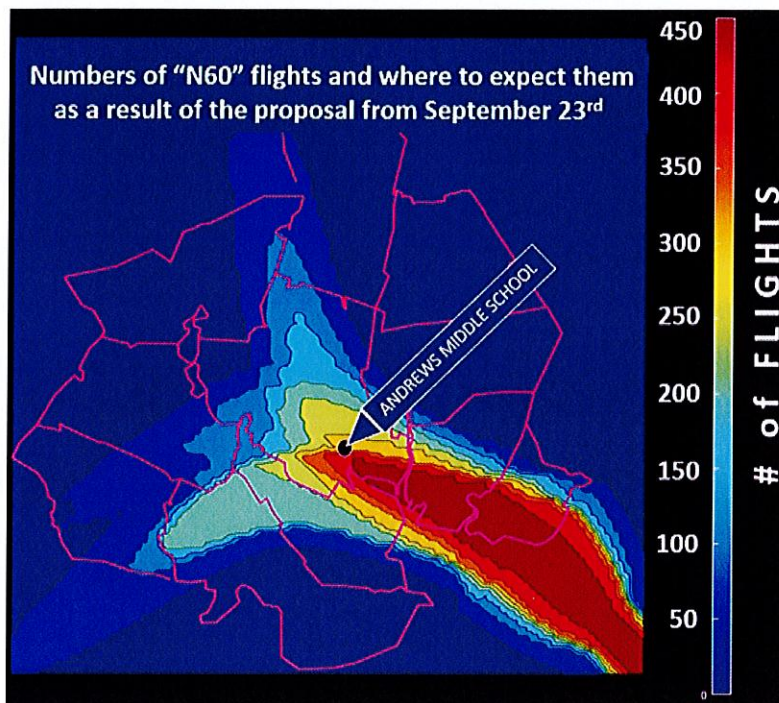


2-D2: RWY 33L Dispersion Zoomed-out View



The proposed alternative procedure identified by 2-D2 and presented by MIT/FAA to the public on September 23rd, 2021 is not dispersion, **it is a slightly modified RNAV**, and not acceptable from an equity and fairness perspective because if implemented, it would continue to funnel the majority of departure traffic from Logan airport through Medford.

The figure presented next shows the MIT N60 dataset developed for proposal 2-D2 and plotted as isolines to show which geographies would be overflown by departures if the proposed procedure were to be implemented, and by how many jets. The **Andrews Middle School location is highlighted for reference**. As you may recall, this proximity of a waypoint to Medford's public schools is the primary reason the RNAV topic has held my personal attention for so long.



Our community has remained patiently tuned into the **MIT RNAV Study** ever since it was announced in October of 2016 and formalized in a memorandum of understanding (MOU). I want to acknowledge the cooperative engagement and data shared by FAA and its partners in Academia and Industry but am dissatisfied with the outcome. **We need FAA to sharpen their pencils and propose a better procedure design that disperses the departures.** Also, in the future, I recommend a more efficient study process that does not propose alternatives to the community without confirming TARGETS criteria are met, first.

The impacted 33L communities have participated in the now over five-year-long RNAV Study process in good faith and with the expectation that Massport and the FAA would reciprocate in kind, as indicated in the MOU that commenced the MIT RNAV Study.

We need FAA and its partners to leverage the immense resources and technology options at their disposal to design a 33L departure procedure that disperses 33L departure operations to dilute the concentration of noise and air pollution, equitably – and soon. We believe that the FAA reauthorization bill from 2018 guides that outcome and our federal legislators will **continue to press FAA to do better.**

I have faith that FAA and Massport will find a dispersion solution outside the constraints of the MIT RNAV Study for 33L departures because **that's the right thing to do!**

The region is clearly and consistently asking for a **more fair and equitable sharing** of the ever-increasing volume of operations at Logan Airport. Unfortunately, I do not see that in the proposal from FAA which was presented on September 23rd. **Therefore**, for the reasons stated **I object to the September 23rd proposal for an alternative RNAV for 33L departures** and continue to ask FAA to do better.

Sincerely,

Luke Preisner
Medford Resident

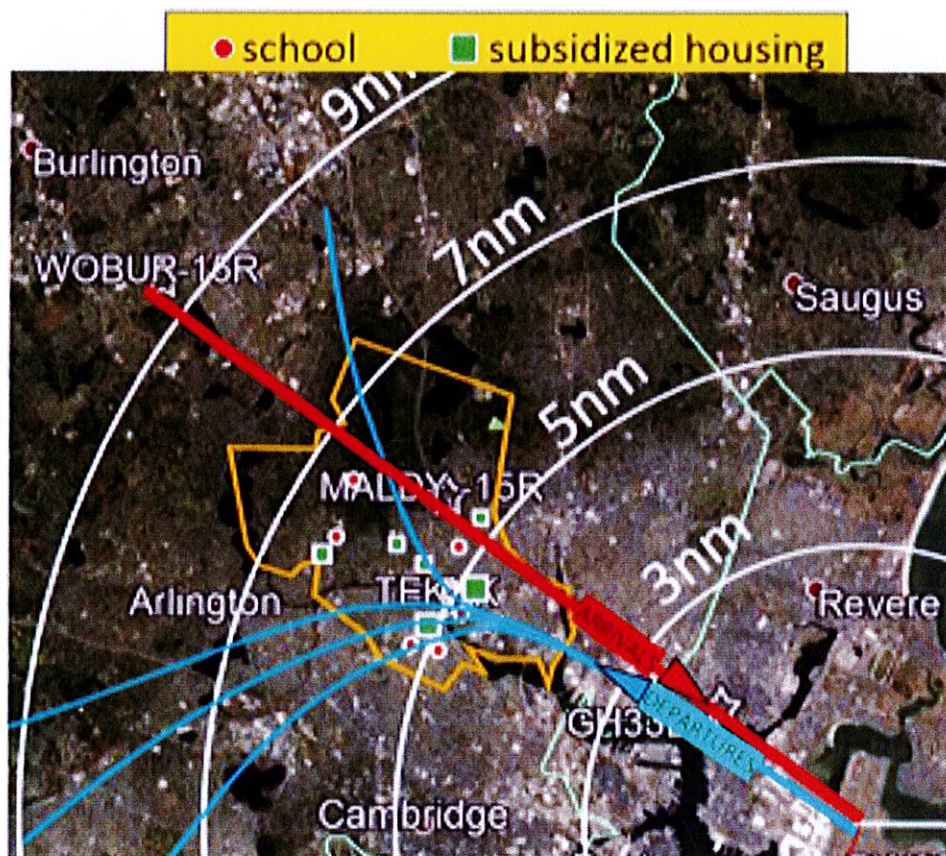
October 2021

Dear Massport,

How is it equitable to route **every departure and every arrival** through Medford?

See figure below. The picture reflects the current situation and is clearly, plainly wrong that so many large jets are deliberately routed over Medford as a result of the "2013 RNAV". Though the 2013 RNAV reduced the total number of people exposed, it doubled and tripled the exposure for over 60,000 residents in MetroWest Boston – many of whom live several miles away from the airport.

The 33L SID procedure directed concentrated air traffic straight to Medford's public schools and disadvantaged neighborhoods.

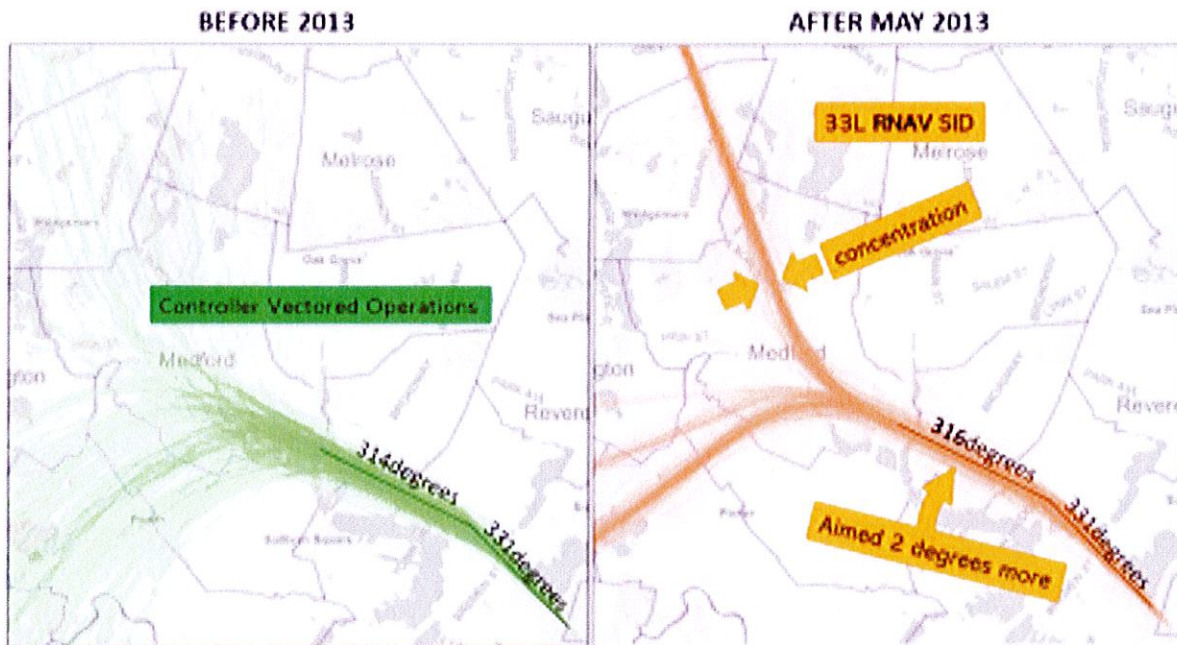


RNAV track 'centerlines' in blue

Range Circles are Centered on 33L Runway End

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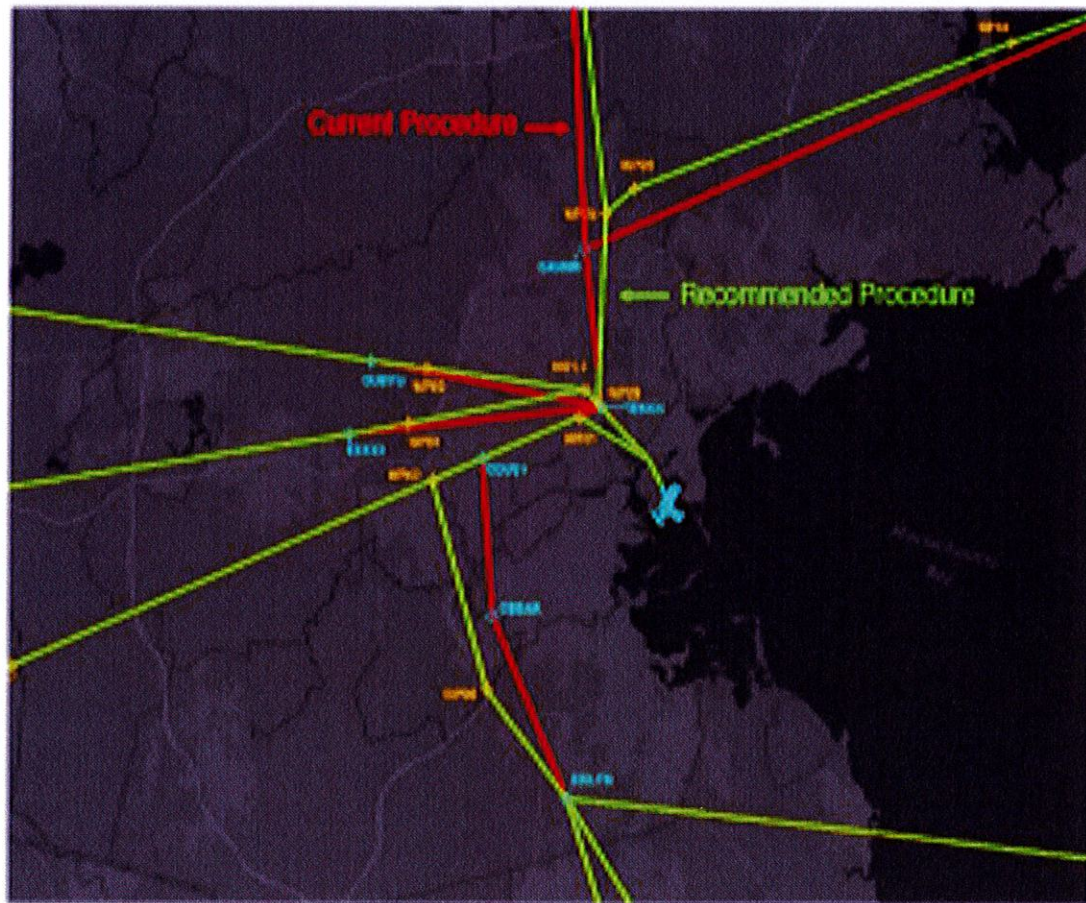
procedure named the 33L SID unexpectedly brought intolerable changes to the quality of life for tens of thousands of residents in Medford. **See Next Figure.** Medford is bombarded as a result of FAA's failed RNAV procedures, plus an increase of the percent of aircraft routed by Boston Logan on 33L and increase in total number of flights from Boston Logan Airport.



The MIT RNAV Study was initiated to find solutions to the inequity caused by the 2013 RNAV. However, the second block of the **MIT RNAV Study** is concluding **without a suitable proposal** to address the significant problems caused by Runway 33L's Standard Instrument Departure (SID) implemented in 2013, the "2013 RNAV". Our communities, through our legislators, asked for help with dispersing 33L departure operations to equitably share the burden.

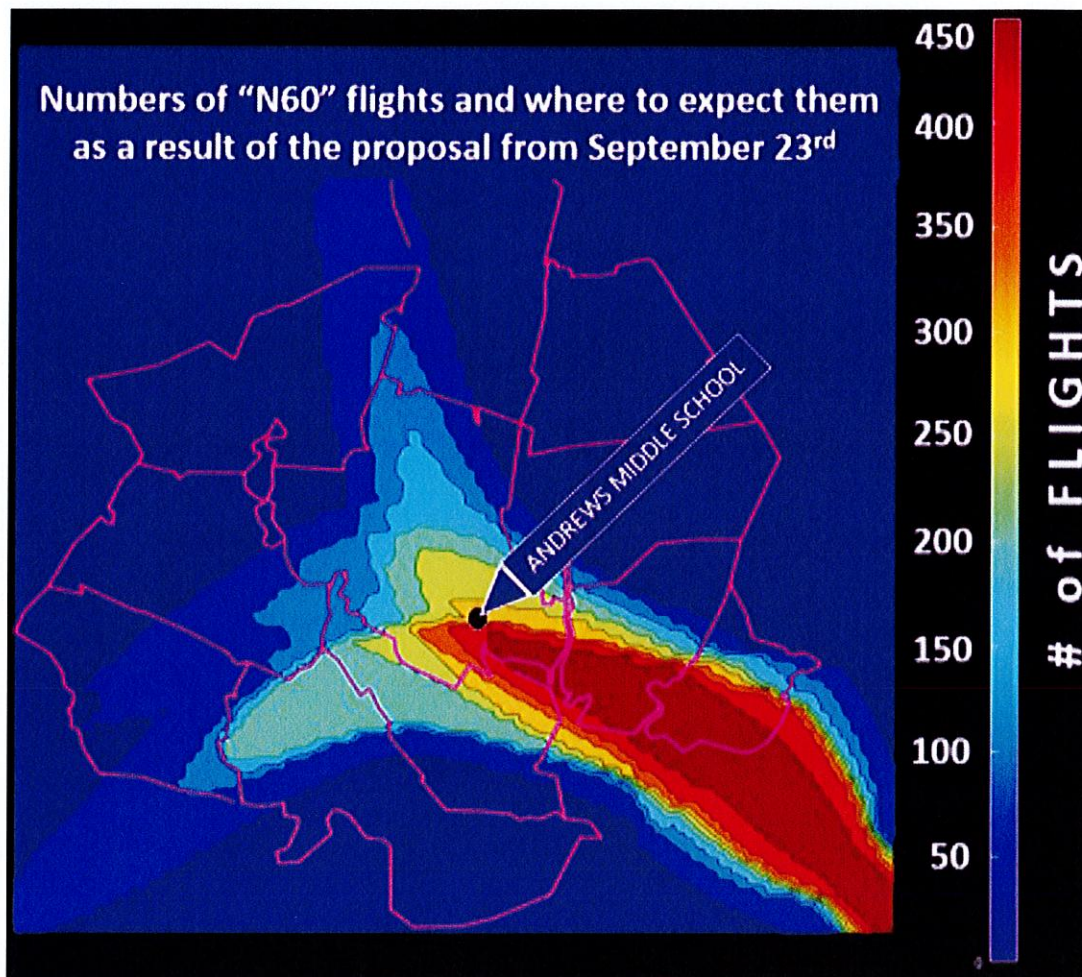
Instead, the proposal put forward by FAA was **another concentrated RNAV** (area navigation) procedure that does nothing for our beleaguered residents or sensitive areas such as **public schools** and **historically disadvantaged** neighborhoods. The Block 2's final proposal for 33L, known as 2-D2, only offers **slightly shifted concentrated flight paths** but **does not disperse tracks**. Please see figure below, the current 33L is in red, the proposed 2-D2 is green.

2-D2: RWY 33L Dispersion Zoomed-out View



The proposed alternative procedure identified by 2-D2 and presented by MIT/FAA to the public on September 23rd, 2021 is not dispersion, it is a **slightly modified RNAV**, and not acceptable from an equity and fairness perspective because if implemented, it would continue to funnel the majority of departure traffic from Logan airport through Medford.

The figure presented next shows the MIT N60 dataset developed for proposal 2-D2 and plotted as isolines to show which geographies would be overflowed by departures if the proposed procedure were to be implemented, and by how many jets. The **Andrews Middle School** location is highlighted for reference.



Our community has remained patiently tuned into the **MIT RNAV Study** ever since it was announced in October of 2016 and formalized in a memorandum of understanding (MOU). The impacted 33L communities have participated in the now over five-year-long RNAV Study process in good faith only to have Massport once again **completely ignore the thousands and thousands of complaints asking for fairness, equity and dispersion**. We do not need more studies to tell us that hyperconcentration of aircraft noise and pollution is ruining our communities. We do not need Massport and FAA to find more ways to avoid meaningful change to this horrid and unjust system.

We need FAA and its partners to leverage the immense resources and technology options at their disposal to design a 33L departure procedure that disperses 33L departure operations to dilute the concentration of noise and air pollution, equitably – now. We need FAA to prioritize airport communities, not the profit margins of the airlines.

The region is clearly and consistently asking for a **more fair and equitable sharing** of the ever increasing volume of operations at Logan Airport.

The September 23rd proposal from FAA is a slap in the face to the thousands of Americans living in Boston Logan's sacrificial neighborhoods and the MIT study (how many MIT studies are funded by the FAA and the airlines industry? How in the world could we expect fairness to begin with??) recommendations do nothing to change the FAA's abusive procedures.

Sincerely,
Lisa Avery
Medford, MA

From: [Lisa A](#)
To: [Community](#)
Subject: Public Comments Boston Logan Airport MIT RNAV proposal
Date: Sunday, October 3, 2021 4:35:21 PM
Attachments: [Picture1.png](#)
[Picture1.png](#)
[Picture1.png](#)
[Picture1.png](#)

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To Whom it May Concern,

How is it equitable to route **every departure and every arrival** through Medford?

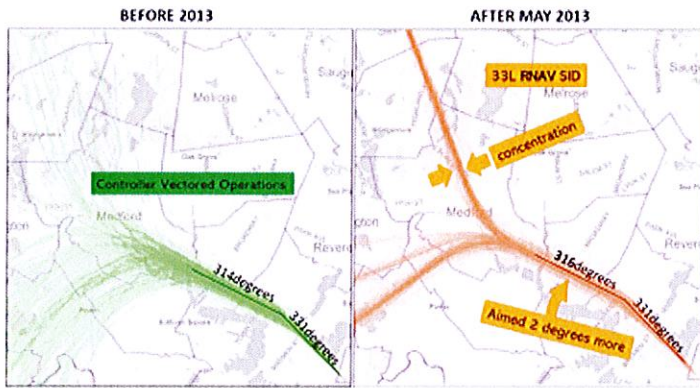
See figure below. The picture reflects the current situation and is clearly, plainly wrong that so many large jets are deliberately routed over Medford as a result of the "2013 RNAV". Though the 2013 RNAV **reduced the total number of people exposed, it doubled and tripled the exposure for over 60,000 residents in MetroWest Boston – many of whom live several miles away from the airport.**

The 33L SID procedure directed concentrated air traffic straight to Medford's public schools and disadvantaged neighborhoods.



RNAV track 'centerlines' in blue
Range Circles are Centered on 33L Runway End

Logan Airport has been Medford's neighbor since the 1920's and up until RNAV in 2013 the widely dispersed, controller-vectored departure operations were an acceptable trade for the benefits of a close-by airport. However, all that changed in 2013 when the RNAV procedure named the 33L SID unexpectedly brought intolerable changes to the quality of life for tens of thousands of residents in Medford. **See Next Figure.** Medford is bombarded as a result of FAA's failed RNAV procedures, plus an increase of the percent of aircraft routed by Boston Logan on 33L and increase in total number of flights from Boston Logan Airport.

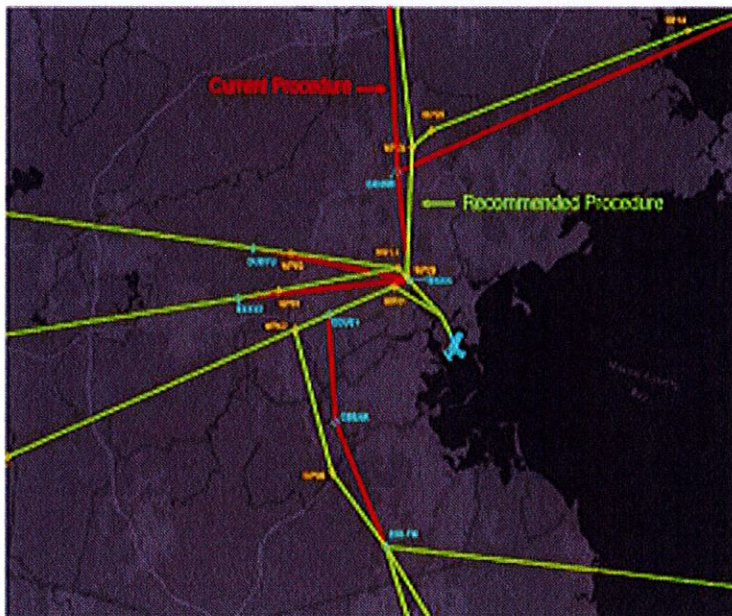


The MIT RNAV Study was initiated to find solutions to the inequity caused by the 2013 RNAV. However, the second block of the **MIT RNAV Study** is concluding **without a suitable proposal** to address the significant problems caused by Runway 33L's Standard Instrument Departure (SID) implemented in 2013, the "2013 RNAV". Our communities, through our legislators, have been asking for years for help with dispersing 33L departure operations to equitably share the burden.

Instead, the proposal put forward by FAA was **another concentrated RNAV** (area navigation) procedure that **does nothing** for our beleaguered residents or sensitive areas such as **public schools** and **historically disadvantaged** neighborhoods. The Block 2's final proposal for 33L, known as 2-D2, only offers **slightly shifted concentrated flight paths** but **does not disperse tracks**. Please see figure below, the current 33L is in red, the proposed 2-D2 is green.

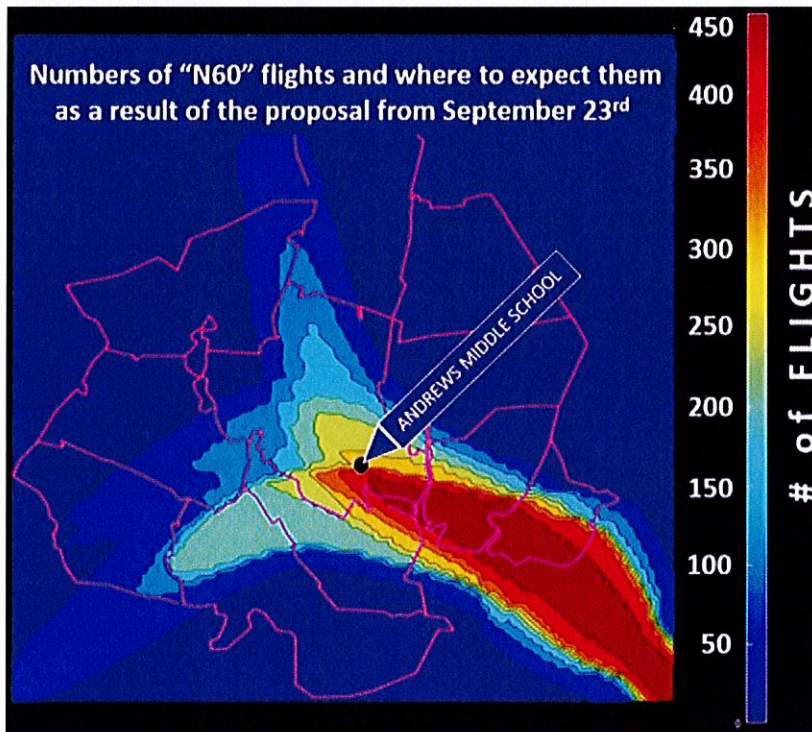


2-D2: RWY 33L Dispersion Zoomed-out View



The proposed alternative procedure identified by 2-D2 and presented by MIT/FAA to the public on September 23rd, 2021 is not dispersion, **it is a slightly modified RNAV**, and not acceptable from an equity and fairness perspective because if implemented, it would continue to funnel the majority of departure traffic from Logan airport through Medford.

The figure presented next shows the MIT N60 dataset developed for proposal 2-D2 and plotted as isolines to show which geographies would be overflowed by departures if the proposed procedure were to be implemented, and by how many jets. The **Andrews Middle School** location is highlighted for reference.



Our community has remained patiently tuned into the **MIT RNAV Study** ever since it was announced in October of 2016 and formalized in a memorandum of understanding (MOU). The impacted 33L communities have participated in the now over five-year-long RNAV Study process in good faith only to have Massport once again **completely ignore the thousands and thousands of complaints asking for fairness, equity and dispersion**. We do not need more studies to tell us that hyperconcentration of aircraft noise and pollution is ruining our communities. We do not need Massport and FAA to find more ways to avoid meaningful change to this horrid and unjust system.

We need FAA and its partners to leverage the immense resources and technology options at their disposal to design a 33L departure procedure that disperses 33L departure operations to dilute the concentration of noise and air pollution, equitably – now. We need FAA to prioritize airport communities, not the profit margins of the airlines.

The region is clearly and consistently asking for a **more fair and equitable sharing** of the ever increasing volume of operations at Logan Airport.

The September 23rd proposal is a slap in the face to the thousands of Americans living in Boston Logan's sacrificial neighborhoods and the MIT study (how many MIT studies are funded by the FAA and the airlines industry? How in the world could we expect fairness to begin with??) recommendations do nothing to change the FAA's abusive procedures.

Sincerely,
Lisa Avery
Medford, MA

From: [Judy Kaplan](#)
To: [Community](#)
Subject: Feedback from a West Medford resident
Date: Saturday, October 2, 2021 2:03:07 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My neighborhood, West Medford, is a quiet residential neighborhood that feels like a small town. We are very concerned about the possibility of an increasing number of flights over our heads. This was a historically black middle-class neighborhood that was starting to turn into a diverse middle-class neighborhood before I moved here in 1989. West Medford is a rare treasure in the Boston area and in the Northeast as a whole. I would hate to see our quality of life compromised by noise pollution from additional planes flying overhead. The burden should be spread over a broader area, regardless of neighborhood wealth. This is a quiet, comfortable, friendly place to live. We don't need, and we don't want, the increased stress and increased risk of higher numbers of flights passing over our homes.

Judy Kaplan
90 Boston Avenue
Medford, MA 02155
781-488-3135

From: [John Roland Elliott](#)
To: [Community](#)
Cc: [Mayor Public Account](#); casework@warren.senate.gov; casework@markey.senate.gov; Kelsey.Perkins@mail.house.gov; Wade.Blackman@mail.house.gov; info@katherineclark.org; rjhans@mit.edu; [Luke Preisner](#); [Peter Houk](#); [Christine Barber](#)
Subject: Comment on the Boston Logan RNA Study and current Block 2 recommendations
Date: Tuesday, October 5, 2021 12:26:07 PM

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To whom it may concern:

I live in the neighborhood known as Medford Hillside. We're a short distance from the Tufts University campus, a short distance from the current location of the Medford Public Library and near to senior housing operated by the cities of Medford and Somerville. This location makes us a target for noise from departures that use runway 33L, among other air traffic - conspicuously the piston-propeller aircraft that Cape Air flies and the helicopters that follow I-93 or Route 16.

Using data from the web site where you arrive when you follow the noise abatement links at <https://www.massport.com/massport/community/noise-abatement/>, (primarily <https://secure.symphonycdm.com/publicvue/?sys=bos>) I have analyzed the traffic over our residence for an eleven hour period on October 1, 2021 from 6:18a to 5:16p. I counted the aircraft passing low enough and close enough to our house to interrupt my train of thought.

During that 11 hour period (658 minutes) there were

- 208 such overflights or
- an average of one every 3 minutes and 9 seconds.

For the 208 flights

- there was less than two minutes that elapsed before another overflight for 132 of them and
- there was less than four minutes before another flight for 160 of them.
- Only ten flights had ten minutes or more of silence separating them from another flight.

October 11 was an unusually busy sky for us but not unique.

There is no shortage of evidence in the medical literature that documents the detrimental effects of insufficient sleep and there seems to be evidence that interrupted sleep is worse than insufficient sleep. The health consequences - both mental and physical - should be enough to require limits to hours and levels of noise that people should have to tolerate. Surely others have brought these to the attention of the FAA.

There is also evidence that interruptions during waking hours interferes with ones ability to concentrate and compromises ones productivity.

Harvard Business Review - "The Dangers of Distraction"

<https://hbr.org/2009/01/pay-attention-an-interview-wit>

"less energy and time for deep, considered thinking or in-depth relationships", "lost threads,"

stunted thinking, and stress"

Forbes Magazine - Interruptions At Work Are Killing Your Productivity -

<https://www.forbes.com/sites/markmurphy/2016/10/30/interruptions-at-work-are-killing-your-productivity/#629134f61689>

Washington Post - Work interruptions can cost you 6 hours a day.

<https://www.washingtonpost.com/news/inspired-life/wp/2015/06/01/interruptions-at-work-can-cost-you-up-to-6-hours-a-day-heres-how-to-avoid-them/>

6 Jaw-Dropping Facts About Workplace Interruptions

<https://imanetwork.org/blog/2016/10/05/6-jaw-dropping-facts-workplace-interruptions/>

Even Small Distractions Derail Productivity

<https://www.psychologicalscience.org/news/minds-business/even-small-distractions-derail-productivity.html>

The Real Cost of Interruptions at Work

<https://www.peoplehr.com/blog/2016/05/12/the-real-cost-of-interruptions-at-work/>

The Cost of Interrupted Work: More Speed and Stress

<https://www.ics.uci.edu/~gmark/chi08-mark.pdf>

The Hidden Costs Of Interruptions At Work

<https://www.fastcompany.com/3044667/the-hidden-costs-of-interruptions-at-work>

Perhaps business people can argue that an occasional interruption of sleep for a few thousand people isn't as important as some sales rep getting to a meeting on the other coast or another continent and that requires flying overnight. I don't happen to agree but surely, if those same business people had to acknowledge that their employees were less productive than they would be, maybe there would be an outcry from the folks who probably could influence the people running the airline operations because they are definitely not listening to us.

John Roland Elliott

Medford Hillside

Medford MA 02155

From: [Karen Coffey](#)
To: [Community](#)
Subject: Airport noise
Date: Sunday, October 3, 2021 8:38:26 PM

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I am a homeowner in West Medford residing on Essex Street. I have been here for 6 years and for the last 4 years the planes have been flying lower and more frequently. Sometimes my house has vibrated and shook from the planes. The frequency has sometimes been every 2 minutes. I believe that the air traffic should be divided among several communities and not constantly sent over Medford. My daughter lives in neighboring Winchester and seldom is disturbed by excess noise. Please take our concerns seriously and give us some help!! The noise pollution is very unhealthy to our lives in Medford. It is sad that summer with the windows open is a thing of the past!!! Thanks for listening to our concerns
Karen Coffey

From: [Kathleen Rourke](#)
To: [Community](#)
Subject: RNAV Study public comment
Date: Monday, September 27, 2021 9:38:16 AM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Any plan using narrow paths that concentrate air traffic over a few communities is NOT a solution! It is entirely the problem.

I feel doubtful that the FAA will make any meaningful change based on the MIT study, as they do not seem to take into account the risks of RNAV to the people on the ground. Certain neighborhoods were deemed worthy of sacrifice and bear the brunt of the relentless noise and pollution of low flying planes. **Three to four days a week (sometimes more) all year long 300+ departing planes from 33L fly low over our home.** When we aren't plagued by the departing flights, we are bombarded by arrivals. Our quality of life has been decimated. The planes begin at 5:00 a.m. and continue for hours on end – one every 1-2 minutes. They continue into the night and well after midnight. We cannot sleep. We cannot keep our windows open. We can't have conversations in our own homes without constant interruption. It is nearly impossible to work from home with the noise and constant disruption. We have not been able to enjoy our yard because the flights are low, loud and constant. The impact on the health of those exposed to the concentrated and constant emissions will be devastating. The health impacts of loss of sleep, constant, abrupt waking will also prove devastating. **The long term physical and mental health issues caused by the cruelty of RNAV flight concentration will be profound.**

Seemingly the only stakeholders that matter are the airlines and those profiting from them. All of these studies are simply stall tactics for the FAA to continue with RNAV. Studies have already been conducted in the US and around the world indicating that constant exposure to loud, disruptive noise and to airplane emissions is dangerous. It is straightforward. There is a known problem. The cause has been identified. There is a solution. The FAA and their 'stakeholders' do not care and have no intention of acting to correct the problem. They stall and they offer excuse after excuse. They simply don't care to be inconvenienced by the thousands of lives they are ruining on the ground.

From: [Kim Brookes](#)
To: [Community](#)
Cc: [Amanda Linehan](#); Jason.Lewis@masenate.gov; Steven.Ultrino@mahouse.gov; mayor@cityofmalden.org
Subject: airplane noise and effects
Date: Thursday, September 30, 2021 9:16:39 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear MassPort,

The increase in air traffic to and from Logan has negatively impacted me and my neighborhood. There are too many planes taking off and landing too close together too constantly. There are times when a plane is loudly overhead every four minutes. When I'm trying to concentrate on my work, the noise disturbs me over and over until all I can do is listen for the next plane. When I'm trying to go to sleep, noise from low-flying, loud jet planes annoys and frustrates me.

One issue is the increase in air traffic, which never should have been allowed over the Boston area. Send it to Pease. Send it to Hartford. Send it to Portland. Send it somewhere else! The other is how defined the routes have become—as I understand it this is from GPS coordinates that have been used to narrow the tracks so that the planes are making their most fuel efficient departures and landings. This means that affected communities are continually affected. The effects are not dispersed over a variety of “lanes.”

I live in Malden. I know that the traffic is worse in other places and can't even imagine how awful that would be. For me, it ruins my enjoyment of the outdoors. It causes me to close my windows. It stresses me out. It absolutely annoys me. It gets to the point where, because I'm counting, I get angry when I hear a little plane until I realize how much quieter the little plane is, which makes me realize how loud the jets are, particularly when they are under 2,000 feet in altitude.

As I've been composing this, I've heard four planes. I was reporting them using an app on my phone, but I've largely given up. Noise complaints don't seem to be doing any good. I realize that there aren't that many of us complaining, but please know that we are the squeaky wheels with many more quiet ones behind us who don't know they could make complaints.

There goes another one overhead, right now.

Please, make the traffic go elsewhere. Ban it after midnight. Increase the amount of time between flights. Do something to decrease the noise in my neighborhood, which used to only be plagued at night by an occasional barking dog.

Thank you,

Kim

Kimberly H. Brookes
31 Ivy Road
Malden, MA 02148
kbrookes@comcast.net

cc: Amanda Linehan, Malden City Council, Ward 3; Gary Christenson, Mayor of Malden; Steven Ultrino, Representative, Massachusetts Legislature; Jason Lewis, Senator, Massachusetts Legislature; Katherine Clark, U.S. House of Representatives (via web form); Edward Markey, U.S. Senate (via web form); Elizabeth Warren, U.S. Senate (via web form)

From: [Kim Pompeo](#)
To: [Community](#)
Subject: RE: Fwd: Objections to Boston Logan RNAV Study and Impact on West Medford, MA
Date: Monday, October 4, 2021 9:32:32 AM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Massport,

It has come to our attention that our home at [18 Newton Road](#) in West Medford will be directly under a proposed new air traffic flight pattern and that this proposed pattern will not be dispersed over a wide area. Therefore noise over our home and West Medford will get dramatically worse and will be very disruptive and disturbing to our lives.

We also own a second home, a multi family at 62 Third St (Wellington neighborhood) in Medford. The tenants in that home already suffer from loud, frequent air traffic noise and this new plan will make it even worse.

It is unfair that the new plan directs constant air traffic over these two Medford neighborhoods and does not disperse the traffic fairly over the entire region.

Thank you for any action you can take to help lessen the airplane noise in these two Medford Neighborhoods by fairly dispersing air traffic over a wider area of the region.

Please Follow up with an email reply to us as to what action will be taken.

Thank you,
Kim and Stephen
[18 Newton Rd Medford, Ma 02155](#)

From: [Joan Cyr](#)
To: [Community](#)
Subject: RNAV's study comment
Date: Thursday, September 30, 2021 6:57:38 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello....as a former employee of MIT, I understand the reasoning around the team trying to look for flight paths that would impact the least amount of the population. The problem with their premise is that populations are not static - they move and change. Today's study results are only good for the population as it is today, and can't account for population movement.

Therefore, the most fair way to adjust the routes now so that all share in the noise now and in the future is to evenly disperse it across the entire local. I understand the operational stakeholders feel use of the RNAV system is safer, but there must be a way to adjust it so that it spreads the noise more broadly.

Thanks for your work on this issue and I appreciate your time and attention to my comments.

Have a good night,

Joan Cyr
Medford, Ma
Jmcyr1@gmail.com

--

Joan
<http://www.linkedin.com/in/joancyr>

From: jj75com
To: [Community](#)
Subject: RE: Massport Community Advisory Committee is hosting a Public Information Session on the Boston Logan RNAV study
Date: Thursday, September 23, 2021 6:10:29 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I've already had to move far away from the home I used to love in Medford because of the low flying plane superhighway that was routed over my house. Still really pissed off about it. 9 months in my new town and I still feel like a displaced refugee.

Jeff Reese

From: [Jared Powell](#)
To: [Community](#)
Cc: [Julia](#); [ibears@medford-ma.gov](#); [rickcaraviello@gmail.com](#); [ifalco@medford-ma.gov](#); [Adam@knight4council.com](#); [Michael@marksformedford.com](#); [NMorell@medford-ma.gov](#); [scarp@comcast.net](#); [Paul.Donato@mahouse.gov](#); [Christine.Barber@mahouse.gov](#); [Patricia.Jehlen@masenate.gov](#); [Sean.Garballey@mahouse.gov](#)
Subject: Comments on changes to Logan airport flight paths
Date: Thursday, September 23, 2021 8:28:30 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am submitting a comment regarding this [report](#), and the associated presentation on Sept 23, 2021, regarding adjusted flight patterns at Logan Airport.

I live in the Medford Hillside neighborhood, and my family finds the noise of planes climbing directly overhead extremely frequent and at times unbearable. We frequently have a steady stream of traffic right overhead, largely associated with 33L. I find NIMBY-ism extremely frustrating, so I want to be clear that I am not looking to have my situation improved dramatically at the expense of other neighborhoods or residents. I recognize that with a shared benefit (Logan Airport), there must be some shared costs. I seek equitable dispersion of flights so that no one group or neighborhood is particularly negatively impacted. I appreciate that that appears to have been the goal of this study, but the recommended outcomes seem to fall short of that to me.

I appreciate the work that went into this analysis, but because I am not a technical expert on these issues, I find myself at a loss to make specific requested edits to your recommendations, and the presentation did not readily help with that. I don't have the technical expertise to tell you specifically how to resolve the issue, but it seems that when people did make such comments and questions during the presentation, relatively unsatisfying answers were given. When a topic is exceedingly technical, it becomes harder for lay people to fully understand it or make constructive criticism, and it seems to me that some of the reasons against a particular recommendation were not compelling and hidden within technical language. At one point, for example, I heard a comment from one of the presenters that made it sound like a potential option was frowned upon by operators because it was not as familiar to them. I only hope I misunderstood, because this sort of underlying reasoning does not seem substantive enough to be used as the reason to significantly harm specific communities under these narrow flight bands.

By my read, my neighborhood would be positively impacted by the changes you propose. The skies over my home might be quieter, but that is not the point, and not my goal. I want these paths to be spread more evenly. I look at the graphical comparisons presented showing 2010 vs 2017 tracks, and I can in no way see that the 2017 option is an improvement. It only looks like an improvement to stakeholders looking to minimize work on their end, simplifying protocols and flight paths, and not at all something that was designed to benefit the communities below these flight paths. The proposed solutions to me do not do nearly enough to return us to the far more dispersed flight patterns shown in the 2010 figures, and I strongly urge you to rethink this proposal. I understand that there are technical limitations of what you can accomplish, but surely we can spread this traffic more than planned. If there is any amount of these outcomes that is being dictated by airline demands, at a time of record profits on their end, that should be seriously taken into account and appropriately discounted.

Thank you for your effort and attention. I recognize you have a challenging task, and I ask you to continue your work to find improved outcomes.

Jared Powell
82 Brookings St
Medford, MA 02155

From: [Jan Byrnes](#)
To: [Community](#)
Subject: Airplane noise over Medford
Date: Thursday, September 30, 2021 8:42:44 PM

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Hello,

Please add my name to the list of those who are upset with the change in air traffic patterns. I have lived in Medford for 50 years, and the noise the past few often makes conversation difficult, even inside my home. Please consider dispersing the flight paths again to provide more equity.

Jan Byrnes

From: [Jerry](#)
To: [Community](#)
Subject: Medford Airport Noise
Date: Monday, October 4, 2021 3:02:05 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello it sure feels like Medford has been getting a disproportionate amount of overhead flights during the past 4 years. The objective should be to spread out the flight patterns among many towns and cities to ensure there is fairness.

I've never seen data clearly showing the overhead flights by town or city. Nor have I ever seen a clear explanation of how different routes are selected. "It has to do with the wind direction" is pretty imprecise and not helpful.

So my input is to reset the objective for flight patterns to one of community fairness. and then clearly measure and publish actual performance against that objective. I also want to know WHO is accountable.

Thank you.

James Coffey

From: [Gina Zdanowicz](#)
To: [Community](#)
Subject: Flight patterns over Medford
Date: Wednesday, September 29, 2021 8:44:51 PM

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Hello,

I'm a resident of Medford MA, a transplant from NJ. I was at the WTC on 9/11 and the flight path over Medford is very disturbing to me. Today there were 6 in a row, low and loud. I understand I could move, and I will but there has to be a better way to spread flights out.

Thank you for your time and attention.

Gina Zdanowicz

- In **2012** citizens from the city of Medford, Massachusetts filed **15** noise-related complaints with the MassPort Noise Abatement office. These 15 calls came from **10** different residences.
- In **2020** Medford citizens filed **107,721** complaints from **234** different residences (see fig. 1). Complaints have continued to rise, both in absolute numbers and in the number of individual households.

What happened?

In 2013, the FAA implemented a new and radically different departure procedure for runway 33L at Logan International Airport. The procedure, known as the **33L RNAV SID**, was newly-designed and part of a suite of procedural changes implemented under the FAA's "NextGen" NES modernization program. The 33L RNAV SID replaced the previous radar-based procedure that had been in use for decades, with new, highly concentrated flight paths and a GPS-based procedure. Prior to 2013, departures from 33L had dispersed over a relatively wide geographical area that included the cities of Boston, Cambridge, Somerville and Medford. The new 33L RNAV SID transformed Medford into the exclusive catchment area for all jet traffic before the primary waypoint (TEKKK) located in eastern Medford, about 5 miles from the runway end. At TEKKK (which is co-located with the largest elementary/middle school complex in the city), departure paths split into several branches, effectively blanketing the rest of Medford.

Overnight, and without any notice or participation, many Medford citizens began to notice a sonic landscape profoundly different from the one they had grown used to over many decades. Many neighborhoods that had always experienced a moderate volume of departure overflights were now subjected to hundreds of overflights per day. For citizens living directly under the primary or secondary flight paths, the change was, and remains, particularly severe. In addition to geographical changes, the problem of jet noise concentration in Medford has been amplified by two other local factors:

1. **Increased use of runway 33L** relative to prior years. In the last 10 years, use of runway 33L for departures has roughly doubled.
2. **Dramatic growth of Logan Airport** and a significant increase in overall operations, including a 30% increase in international flights, many of which are scheduled during late-night hours (resulting in what is currently a 3 hour "window" for sleep between 2AM-5AM when 33L is in use).

According to long-term messaging on the part of the FAA, Americans' exposure to significant jet noise has been steadily decreasing for decades as the 65DNL contours around airports have continued to shrink. If this were indeed the case, it would be expected that citizen annoyance had also decreased correspondingly. In fact, the opposite is true. Since the introduction of

noise-concentrating NextGen procedures, citizen complaints in these areas across the USA have spiked to unprecedented levels, and remain there. The clear evidence is that after nearly 10 years since NextGen procedures were introduced, citizens are *not* adapting to living in areas of extreme aircraft noise concentration. The recently released Neighborhood Environmental Survey (NES) is clear confirmation of this fact.

The inescapable conclusion is that the 65DNL metric is wholly inadequate for the purposes of predicting and understanding jet noise annoyance in zones that are *outside the official 65DNL contours but close enough to the airport to experience many overflights of 60dB or greater (i.e., Na60)*. In simpler terms, many people who live near airports are highly annoyed by constant and repetitive jet noise that is below 65DNL, especially when it impinges on sleep.

In 2016, the MIT RNAV Study was undertaken to address the concerns of Boston-area communities about aircraft noise, including flight path concentration. The concept that exposure to many flights below the 65DNL threshold precipitates high levels of annoyance in the areas of most extreme concentration was clearly identified early in the study by Professor John Hansman and team (see figure 2). Hansman's goal was to identify procedural changes that could alleviate annoyance caused by flight path hyper-concentration. All of the 33L proposed procedural changes were designed with this goal in mind. Of the five possible modifications to the 33L RNAV SID, every single concept was rejected by the FAA. The only solution proposed by the FAA (known as "2-D2") is not a dispersion solution, but instead moves concentrated flight paths from some neighborhoods and cities to others. It is unacceptable to all the 33L affected communities for this reason.

Conclusion

Steadily rising complaint numbers in many areas around airports, a nationwide increase in grassroots citizen activism, and the startling results of the recently-released NES all illustrate that a basic component of NextGen technology – flight path concentration over residential neighborhoods near airports – is fatally flawed. We don't need more studies to confirm this. The problem will not be alleviated by waiting until citizens adapt to the "new normal" (they are not and will not), nor by minor adjustments to procedures. The FAA must realize that NextGen has created a serious and permanent public health problem which will only be addressed by major procedural changes aimed at the maximum possible geographical dispersion of flight paths.

NextGen procedures, including the 33L RNAV SID that has so profoundly affected Medford, were made by the FAA and associated industry stakeholders **without the consent or participation of the American public**. A nationwide and sustained public backlash in areas of high noise concentration continues to underscore this. The FAA created the problem of flight path concentration, and the FAA can, and should, solve the problem without further delay.

Peter Houk
Representative for Medford
MassPort Community Advisory Committee

Fig 1

Logan Airport - Noise Complaints 2012 Complete Year

Community	Calls	Callers
Boston	26	19
Braintree	1	1
Brighton	1	1
Brookline	1	1
Brookline	1	1
Cambridge	127	8
Charlestown	2	2
Chestnut Hill	1	1
Cohasset	17	2
Dedham	1	1
Dorchester	5	5
Duxbury	1	1
East Boston	123	41
Everett	11	3
Framingham	4	2
Hanover	1	1
Hingham	7	2
Hope	1	1
Hull	16	12
Jamaica Plain	54	6
Leominster	1	1
Lynn	453	4
Malden	3	3
Marblehead	3	2
Marshfield	9	4
Medford	15	10
Melrose	1	1
Milton	102	24
Nahant	70	17
Needham	1	1
North Andover	28	1
North Quincy	2	1
Norwell	1	1
Peabody	8	5
Pembroke	1	1
Quincy	17	10
Randolph	2	1
Raynham	1	1
Revere	35	22
Roslindale	2	2
Roxbury	77	2
Salem	11	5
Somerville	95	26
South Boston	218	22
South End	21	6
Squantum	1	1
Swampscott	1	1
Wakefield	1	1
Watertown	97	3
West Roxbury	1	1
Weymouth	346	2
Winchester	2	3
Winthrop	303	96
Totals:	2,331	391

Communities: 53

Noise Disturbances by Community
Logan International Airport
YTD December 2014

[illegible]

Totals	12,855	2.0
Communities	81	

Noise Disturbances by Community
Logan International Airport
YTD (December 2016)

Community	Complaints	Catchers
Abilene	1	1
Amesbury	1,968	87
Andover	501	63
Beverly	4	4
Beverly Hills	1	1
Boston	78	24
Brattleboro	12	5
Burlington	5	4
Cambridge	2,124	128
Concord	1	1
Crawfordsville	6	6
Danvers	1	13
Dartmouth	1	1
Dorchester	145	15
Dorchester	125	1
Dorchester	9	4
Dorchester	306	36
Dorchester	1	1
East Boston	203	61
Fluxus	1	1
Franklin	84	25
Franklin	6	2
Franklin	1	1
Franklin	42	15
Franklin	60	20
Franklin	11	2
Franklin	196	17
Franklin	129	8
Franklin	434	76
Franklin	103	11
Franklin	11	1
Franklin	2	2
Franklin	10	7
Franklin	6	3
Franklin	14	4
Franklin	3	2
Franklin	2	2
Franklin	1784	4
Franklin	9	177
Franklin	1	1
Franklin	2	2
Franklin	113	2
Franklin	21,766	436
Franklin	12	12
Franklin	13	1
Franklin	44	9
Franklin	64	19
Franklin	1	1
Franklin	13	1
Franklin	7	6
Franklin	4	2
Franklin	28	16
Franklin	1	1
Franklin	87	33
Franklin	158	123
Franklin	50	1
Franklin	285	40
Franklin	75	8
Franklin	37	1
Franklin	2	10
Franklin	1	1
Franklin	1,804	153
Franklin	577	42
Franklin	40	40
Franklin	24	6
Franklin	2	2
Franklin	118	1
Franklin	25	2
Franklin	1	1
Franklin	250	38
Franklin	1	1
Franklin	415	9
Franklin	21	21
Franklin	1	1
Franklin	56	4
Franklin	125	5
Franklin	1	1
Franklin	271	16
Franklin	13	56

Totals	18 046	2 260
Communities	11	

Noise Disturbances by Community
Logan International Airport
YTD (December) 2020

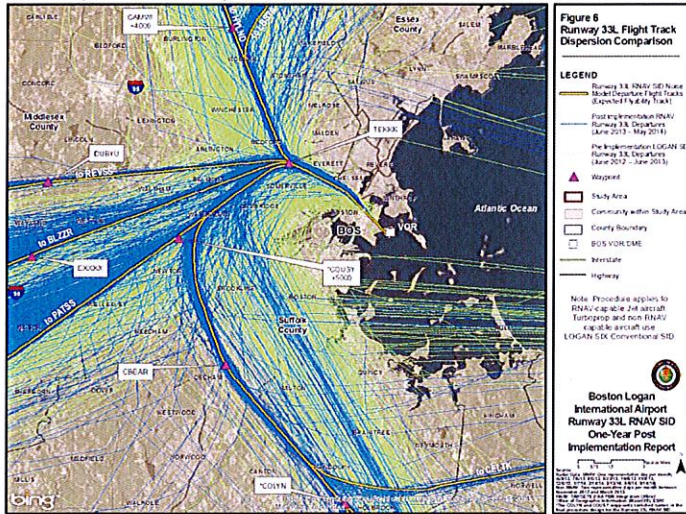
Community	Calls	Celebrates
Alston	1	1
Alston	1	1
Alston	8,802	25
Bainfield	562	18
Barnard	43	22
Barnside	11	2
Barnside	2	2
Barnside	2	2
Cambridge	224	26
Carlton	1	1
Carlton	30	6
Chenford	438	1
Chesley	377	16
Chesley	603	4
Chesley	1	1
Chesley	1	1
Chesley	1	1
Chesley	306	2
Chesley	95	1
Chesley	37	37
Chesley	19	14
Chesley	1	1
Chesley	2	2
Chesley	2	2
Chesley	2	2
Chesley	299	0
Chesley	70	7
Chesley	7,533	45
Chesley	1	1
Chesley	3	3
Chesley	17,803	30
Chesley	1	1
Chesley	1,824	7
Chesley	107,721	234
Chesley	2,281	3
Chesley	1	1
Chesley	25,913	97
Chesley	22	22
Chesley	48	3
Chesley	9	1
Chesley	9	1
Chesley	9	1
Chesley	18	2
Chesley	2	2
Chesley	30	28
Chesley	895	30
Chesley	1,448	11
Chesley	136	4
Chesley	2	2
Chesley	2	2
Chesley	21,144	20
Chesley	3,144	20
Chesley	2	2
Chesley	6	1
Chesley	1	1
Chesley	15	3
Chesley	2,404	11
Chesley	72	3
Chesley	62	1
Chesley	1,715	12
Chesley	2	1
Chesley	2	1
Chesley	14,657	10
Chesley	13,961	78
Chesley	304	1
Chesley	1	1

Totals:	240,951	1,037
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Medford citizen noise complaints to MassPort - 2012, 2014, 2016, 2020

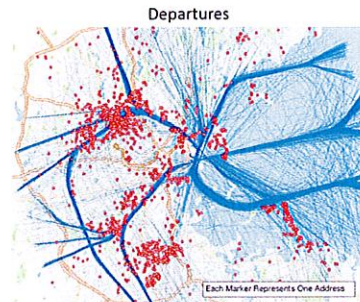
Fig 2

Boston Logan International Airport



**Noise Complaints at BOS:
One Dot per Address**

Each dot represents an address that registered at least one complaint during period



Complaint Data: August 2015– July 2016
Track Data: ASDE-X from 12 days of operation, 2015-2016

33L RNAV SID Flight Tracks and Corresponding Citizen Complaint Clusters

From: [Elisabeth Bayle](#)
To: [Community](#)
Cc: [Mayor Public Account](#); casework@warren.senate.gov; casework@markey.senate.gov; Kelsey.Perkins@mail.house.gov; Wade.Blackman@mail.house.gov; info@katherineclark.org; Patricia.Jehlen@masenate.gov; [Christine - Rep. \(HOU\) >](#); rjhans@mit.edu; [Luke Preisner](#); pbhouk@gmail.com
Subject: Comment on the Boston Logan RNA Study and current Block 2 recommendations
Date: Monday, October 4, 2021 4:40:09 PM
Importance: High

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The bottom line on my comment is:

The FAA, Massport, and any other responsible parties MUST STOP TORTURING residents of Massachusetts with concentrated flight paths dropping concentrated doses of air and noise pollution on them day and night!

We have been duped into filing individual complaints for YEARS while we were told that necessary studies of the TORTURE (with the anodyne name "NextGen") the FAA has inflicted on us since 2013 could be completed to form the basis for solutions. What a farce.

As I stated in a public meeting years ago, collections of individual complaints were NEVER going to provide anything like a complete picture of the toll this TORTURE has taken on the people who live beneath these flight paths. Putting the onus on the victims to report every (or even any) insult to their well-being, especially when many of these dangerously low and loud planes fly over in the middle of the night, is insane. Not to mention the flaws in the Symphony PublicVue system, requiring an account, requiring specific times (again — middle of the night!) using a 24-hour clock that most people are not fluent in, requiring choosing ONE "primary disturbance" from 18 possibilities when multiple apply (guaranteeing dilution of the harm in any analysis), etc. etc. (For a series of planes that sound like they're going to crash into my house starting at 12:21 a.m. or 5:11 a.m, should I pick "Sleep interruption", "Aircraft Too Low", "Constant Noise", "Noise at Wrong Time", "Too Much Noise", or something else? Am I really supposed to figure out whether there's a "Helicopter" or "Over Use of Runway"? Yes, I can take the time and energy to try to decide on a "Secondary disturbance" and even a "Tertiary disturbance". Even if my neighbor takes the time to complain and picks different options for the same event, what does that do to the "data" and the resulting conclusions?) If you check the box for "Response Requested", you get a form letter about wind direction and use of runways.

YOU know the flights, times, altitudes, sizes and types of planes, location of residences, etc. YOU have all the data needed to document these atrocities.

My fury at the whole situation, having the peaceable enjoyment of my property disturbed in such a monumental way over the past 8 years, and being asked to play into such a farce of providing information ostensibly to work towards a solution (that never comes) cannot be overstated.

The Public Information Session on September 23, 2021 underscored just how ridiculous this whole process has been. What is OBVIOUSLY needed and has been constantly urged by countless individuals and groups over the years is an equitable dispersion of the noise and air pollution from these planes, essentially restoring the situation before the ill-fated changes in

2013. The 123-page report by the MIT International Center for Air Transportation on Block 2 Procedure Recommendations for Boston Logan Airport Community Noise Reduction, makes abundantly clear that the answer from “operational stakeholders” to any recommendation that would really improve the quality of life of those currently suffering is a resounding “NO.”

The message is, now that it’s changed, it can’t be changed back, or changed forward in any meaningful way, because “Safety” (end of story), or if you really need more reasons, they essentially add up to, “it would make more work for some people”. Is Logan really more safe than it was in 2013? Where is the data that proves that, and proves that it is due to “NextGen”?

Meanwhile the harms accumulate. I’ll just pick one to illustrate — the “primary disturbance” of “sleep interruption”. There must be a zillion research studies, books, and articles documenting the importance of sufficient sleep for human health, but to cite just one source, Bill Gates had this succinct summary in his review of the book "Why We Sleep", by neuroscientist Matthew Walker, PhD (excerpted from <https://www.gatesnotes.com/Books/Why-We-Sleep>):

"Walker, the director of UC Berkeley’s Center for Human Sleep Science, explains how neglecting sleep undercuts your creativity, problem solving, decision-making, learning, memory, heart health, brain health, mental health, emotional well-being, immune system, and even your life span."

I laughed when I heard the word “disbenefit” used repeatedly in Professor R. John Hansman’s presentation in the September 23 meeting. It reminded me of “enhanced interrogation techniques”, the euphemism for TORTURE.

You MUST STOP the concentrated flight paths over places where people live. NOW. WE are stakeholders, and we have suffered enough!

Sincerely,

Elisabeth Bayle
Medford Hillside Resident since 1987

From: [Diolinda Vaz](#)
To: [Community](#)
Cc: [Mayor Public Account](#)
Subject: Re: Public Comment - Air Traffic Burden over Medford
Date: Thursday, September 23, 2021 8:55:42 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

(I found a typo and so resubmitting my public comment.)

I attended today's public meeting about MIT's air traffic study. I am crestfallen after learning at today's meeting that despite the MIT team providing 5 possible modifications for a more humane and fair air traffic dispersion, *none* are viable because of "operational stakeholder" objections. I am left wondering why operational stakeholders' preferences and concerns outweigh those belonging to my community in Medford and West Somerville. We are traumatized and suffering as sometimes 400 planes roar over our homes 20 hours out of the day, starting at 5 am and only stopping well past 1 am. It's not unusual for a plane to accelerate over my home *every two minutes* when planes are sent this way. It's around-the-clock impact for one of the most populated neighborhoods in the country. It disregards our ability to sleep well. It disregards our ability for our children to learn well. It disregards the fact that many of us cannot easily move away from the disruption.

How about going back to how it was done prior to the RNAV change? That hope was dashed today, too, because of anticipated "operational stakeholder" objections. If returning to air traffic patterns used for dozens of years has now become a safety issue according to these stakeholders, the community deserves a deeper explanation and independent study of those objections. My concern is the organizations involved have put financial, corporate and political interests ahead of the community that these organizations are supposed to be serving.

I would like to see Massport and the FAA do more for this community than facilitate a years-long bureaucratic process without any guarantee for help. We are suffering *now* and deserve remediation now. What has been done for other communities burdened with this much increased air traffic? What are the options to brace our schools, historic homes and tender ears? What can ease our anxious hearts and distracted brains as jumbo jets use our sky as a busy superhighway? Is there compensation for our increased suffering and hardship?

Is there a way to reduce the frequency of flights coming out of Logan? After all, we are often reminded of the reduced environmental impact of bringing flights over our homes vs. elsewhere. Reducing the flights or **stopping plans for more flights on 33L** will undoubtedly reduce environmental impact, too.

We deserve better, and we'll continue to demand better. I plan to be as noisy as the jets above my home on a windy day. It's unconscionable that this change was made without *required* input from the neighborhoods most affected and without *extensive* study of the impact on our community.

Thank you.

Diolinda Vaz

Medford, MA

On Thursday, September 23, 2021, 08:52:04 PM EDT, Diolinda Vaz <ddvaz@yahoo.com> wrote:

I attended today's public meeting about MIT's air traffic study. I am crestfallen after learning at today's meeting that despite the MIT team providing 5 possible modifications for a more humane and fair air traffic dispersion, *none* are viable because of "operational stakeholder" objections. I am left wondering why operational stakeholders' preferences and concerns outweigh those belonging to my community in Medford and West Somerville. We are traumatized and suffering as sometimes 400 planes roar over our homes 20 hours out of the day, starting at 5 am and only stopping well past 1 am. It's not unusual for every a plane to accelerate over my home *every two minutes* when planes are sent this way. It's around-the-clock impact for one of the most populated neighborhoods in the country. It disregards our ability to sleep well. It disregards our ability for our children to learn well. It disregards the fact that many of us cannot easily move away from the disruption.

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I would like to see Massport and the FAA do more for this community than facilitate a years-long bureaucratic process without any guarantee for help. We are suffering *now* and deserve remediation now. What has been done for other communities burdened with this much increased air traffic? What are the options to brace our schools, historic homes and tender ears? What can ease our anxious hearts and distracted brains as jumbo jets use our sky as a busy superhighway? Is there compensation for our increased suffering and hardship?

Is there a way to reduce the frequency of flights coming out of Logan? After all, we are often reminded of the reduced environmental impact of bringing flights over our homes vs. elsewhere. Reducing the flights or **stopping plans for more flights on 33L** will undoubtedly reduce environmental impact, too.

We deserve better, and we'll continue to demand better. I plan to be as noisy as the jets above my home on a windy day. It's unconscionable that this change was made without *required* input from the neighborhoods most affected and without *extensive* study of the impact on our community.

Thank you.

Diolinda Vaz
Medford, MA

From: [Doug D](#)
To: [Community](#)
Subject: Public Comments - Boston Logan RNAV Study, Block 2
Date: Sunday, October 3, 2021 5:28:36 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

Who funded the MIT International Center for Air Transportation to conduct the Logan RNAV Study - was it the FAA? How many research projects and/or studies - both past and present - has the FAA funded the MIT International Center for Air Transportation to conduct? Is it reasonable to expect the local community to trust the recommendations of the Logan RNAV Study to be totally objective if the organization conducting the study has a close working relationship with the FAA and the airline industry in general?

Regards,
Douglas Dunphy
Medford MA

From: [Edward Beuchert](#)
To: [Community](#)
Subject: Public Comment on RNAV MIT Block 2 Recommendations [Sept. 23, 2021 Meeting]
Date: Monday, October 4, 2021 3:07:08 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks to Dr. John Hansman and his MIT colleagues for their years of work trying to figure out a solution to the substantial noise problems Logan Airport RNAV created starting in 2013 -- but with the initial constraints and subsequent FAA rejection of any substantive RNAV changes to the Logan 33L flight path, the end result of the study is simply a failure.

Since the 2013 implementation of RNAV over my West Somerville neighborhood near Tufts, as well many other sacrificial neighborhoods under the flight paths in Boston Metro West communities, residents have been subject to terrible numbers of loud plane flights overhead from early in the morning until past midnight. To cite just one of dozens of news reports, you can listen to the impact on Somerville citizens in this 17 minute WMFO 91.5 FM radio news story I produced on the September 18, 2019 Somerville City Council Committee on Public Health Public Safety:

http://www.logannoise.org/audio/LoganAirportNoiseSomerville2019PublicHearing_WmfoRadioNewsReport_CC-By-EdwardBeuchert.mp3

RNAV is based on a flawed and fundamentally evil notion that the most effective way to deal with a pollution problem is to hyper-concentrate all the pollution on a small percentage of the population. By reducing noise for a "majority of the population", RNAV designers apparently believe such abused minorities will not have the political power to fight the injustice, and will ultimately accept, one way or another, all of the noise and air pollution.

However the Mayors of Somerville, Medford and Malden, the Cambridge City Manager, Arlington Town Manager and Belmont Town Administrator have all written to the FAA and Massport describing the horrific impact RNAV is having on their residents, pleading for the problem to be addressed. As described in the joint letter of October 14, 2020 the responses by the FAA and Massport have been "immensely disappointing". None of these local leaders have offered any praise for the supposed benefits that RNAV has brought to their communities. At the most recent September 23, 2021 RNAV Public Meeting, Medford Mayor Breanna Lungo-Koehn in no uncertain terms described how unacceptable the current concentration of flights over her city is to residents.

The FAA's long standing insistence that noise levels below 65 DNL have "no significant impact" on human beings is simply wrong and lies at the heart of the unprecedented noise complaints filed since the implementation of RNAV. Different existing noise metrics, most particularly "N-Above", much more accurately document the actual human harm. Living six miles from Logan Airport but being subject to days of planes guided with GPS precision right over my home, as often as one per minute, for hours at a time, creates real stress and mental health problems.

In particular, the Logan 33L RNAV path targets our young people, thundering directly over Medford's Andrews Middle School, the Tufts University campus and West Somerville Neighborhood School. Is the FAA's notion that by subjecting young people to RNAV most of them will come to accept such noise levels as "normal" -- while those who are unable to concentrate at school will then be diagnosed as have "attention problems" and medicated in order to make them compliant? All for the sake of airline profits and increased Logan traffic???

If RNAV cannot be altered to deal with the horrific noise conditions it creates for those under its path -- which after years of study is apparently the conclusion that has been reached -- then it needs to be replaced with a different system that equitably distributes the pollution instead of hyper-concentrating it all on a minority of the population, especially students still in their critical developing years.

Sincerely,

Edward Beuchert
15 Conwell Ave

Somerville, MA 02144

From: [David Bortone](#)
To: [Community](#)
Subject: MIT study and modified flight paths
Date: Thursday, September 30, 2021 7:34:16 AM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

No concentrated RNAV flight path or “highway in the sky” that is drawn over where people live will ever be a solution. The FAA needs to admit these concentrated flight paths were ill conceived and come up with a new procedure that offers equitable dispersion of the flights.

No one can or should have to live under a concentrated flight path. It’s absurd to think that a small group should have to shoulder ALL of the noise burden. It is simply too much - and it is only going to get worse as 33L continues to be used more year after year and capacity at Logan increases. Flights must be dispersed. I reject the current (and proposed) concentrated flight path procedures

David Bortone
Medford MA

From: [David Bortone](#)
To: [Community](#)
Subject: Alternative to 33L
Date: Thursday, September 30, 2021 7:44:36 AM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The proposed alternative procedure identified by 2-D2 and presented by MIT/FAA to the public on September 23rd, 2021 is not dispersion, it is a slightly modified RNAV, and not acceptable from an equity and fairness perspective because if implemented, it would continue to funnel the majority of departure traffic from Logan airport through Medford.

I object to the September 23rd proposal for an alternative RNAV for 33L departures and continue to ask FAA to do better.

David Bortone
Medford MA

From: [Diana Loren](#)
To: [Community](#)
Subject: Airplane noise in Medford- complaint
Date: Tuesday, September 28, 2021 8:20:25 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please disperse planes to other cities. The air traffic noise over Medford has become increasingly loud and problematic.

Diana Loren
Resident of Medford, MA

Sent from my iPhone

From: [Kiladis, Diane](#)
To: [Community](#)
Subject: Loud planes overhead....
Date: Wednesday, September 29, 2021 2:01:08 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Massport,

We have been living in North Medford now for 5 years when we bought our home. We just love the neighborhood however after the 1st – 2nd year, the planes began. They have been constant some days with one after another so low that we thought they were going to land on our house. It has been impossible sometimes to enjoy our beautiful backyard when we are in the flight path. When the weather is warm and we like to keep our windows open, we cannot hear our TV and have to turn the volume up as high as it can go. And when they start, most times they continue until way into the late hours of the evening and we also get woken up by the very early flights. On these nights/mornings, we do not have a good sleep. I really need to be fully functional the next day which needless to say, this makes me pretty miserable.

I have submitted numerous complaints but get back the same blanket response which I take as 'Sorry but this is the way it is'. I understand the planes have to come in and out of Logan from somewhere. But there really needs to be an alternative to this torture we have been dealing with when just trying to live in our homes. All we want is some peace and quiet! We are actually thinking of moving far away from this as it is really effecting our wellbeing.

I sincerely hope this situation can improve soon

Diane Kiladis
37 Draper Street
Medford MA 02155

From: [Chris Hogan](#)
To: [Community](#)
Subject: MIT RNAV Study
Date: Thursday, September 30, 2021 11:29:34 AM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello -

My house at 49 Cobb St in Medford sits in the landing path for Logan Airport. This is directly impacted by flight routes dictated by the RNAV system.

The precision of the landing aircraft route aligns the planes directly over our house at a rate of 1 every 2-3 minutes. This frequency is greatly exacerbated when other runways are closed for repairs.

We agree that aircraft noise is part of living near an airport, but the precision of the landing system concentrates the problem directly over our home for extended intervals. We respectfully request consideration towards an approach that would help reduce the frequency of the aircraft directly overhead, and disperse elsewhere in the neighborhood.

Respectfully submitted,
Chris Hogan
49 Cobb St
Medford MA
781-870-0454

From: [Christina Francis](#)
To: [Community](#)
Subject: Air traffic concentration Medford
Date: Wednesday, September 29, 2021 1:54:42 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

I would like to voice my concerns about the concentrated flight paths over the home that I've lived in and owned for 16 years.

When we first moved here it was a peaceful space. One could read a book in the backyard and have windows open on nice days.

That quiet enjoyment ended when flight paths were concentrated on such a narrow pathway over our home. There are days where planes fly so low and so loudly sometimes only 20 seconds apart for hours and hours and hours.

I cannot have a conversation inside my home with the windows open and cannot enjoy gardening, sitting outside or playing sports with my neighbors.

PLEASE disburse the flight paths. No one is asking to never hear a plane fly overhead - just that we aren't bombarded with noise so loud that must be experienced to believe.

For the mental health and physical health of Medford Hillside residents - STOP the concentrated paths!!

Sincerely,

Christina Francis
40 Woodbine Road
Medford, MA 02155

From: [David Bortone](#)
To: [Community](#)
Subject: MIT study and modified flight paths
Date: Thursday, September 30, 2021 7:34:16 AM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

No concentrated RNAV flight path or "highway in the sky" that is drawn over where people live will ever be a solution. The FAA needs to admit these concentrated flight paths were ill conceived and come up with a new procedure that offers equitable dispersion of the flights.

No one can or should have to live under a concentrated flight path. It's absurd to think that a small group should have to shoulder ALL of the noise burden. It is simply too much - and it is only going to get worse as 33L continues to be used more year after year and capacity at Logan increases. Flights must be dispersed. I reject the current (and proposed) concentrated flight path procedures

David Bortone
Medford MA

From: [David Bortone](#)
To: [Community](#)
Subject: Alternative to 33L
Date: Thursday, September 30, 2021 7:44:36 AM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The proposed alternative procedure identified by 2-D2 and presented by MIT/FAA to the public on September 23rd, 2021 is not dispersion, it is a slightly modified RNAV, and not acceptable from an equity and fairness perspective because if implemented, it would continue to funnel the majority of departure traffic from Logan airport through Medford.

I object to the September 23rd proposal for an alternative RNAV for 33L departures and continue to ask FAA to do better.

David Bortone
Medford MA

From: [Cal Manfredi](#)
To: [Community](#)
Subject: Objections to Boston Logan RNAV Study and Impact on West Medford, MA
Date: Monday, October 4, 2021 11:06:17 AM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it May Concern:

We write as concerned long-time homeowners relative to the proposed flight path changes that will impact West Medford, MA in particular. We own our home at 113 Norwich Circle in West Medford. After attending the recent public Zoom meeting, and viewing the proposed new flight paths, it is clear that some neighborhoods and communities will be disproportionately affected, including ours, with the proposed changes.

We don't write this from the perspective of "not in my backyard," but rather, we ask that the decision-makers better consider flight path options that **disperse the burden we all share, as part of city-living, among the various communities and towns with close proximity to Logan Airport.** Many towns and cities in greater Boston enjoy the benefits of having an airport close to home; but not all towns share the burden of hundreds of low-flying planes daily, close to take-off and landing. We already experience in Medford significant daily noise, annoyance, and a greater potential for ill health-effects. As parents of two school-aged children, we have genuine concern that with the proposed changes, child and adult residents of towns and cities like ours, which would be over-burdened with even more air traffic overhead (while other towns and cities are not,) will be at an even greater risk for deleterious health-effects.

Please consider a more equitable and dispersed flight path scenario. Communities like ours shouldn't be made to suffer the effects of hundreds of planes each day, while other towns and cities also in close proximity to Logan enjoy the benefits of same, but without suffering the ill-effects like West Medford and its residents surely will with the proposed plan.

Cal & David Manfredi
113 Norwich Circle
Medford, MA 02155

From: [Carolyn Montello](#)
To: [Community](#)
Subject: Public Comments re: Boston RNAV Study & Block 2 recommendation
Date: Tuesday, September 28, 2021 4:47:13 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please find my comments regarding the Boston Logan RNAV Study Information session held on September 23, 2021 - Boston RNAV Study & Block 2 recommendations.

I am a resident of Medford, MA. I have lived in my home since 2003. I lived here peacefully, with no complaint regarding airplane noise, until the concentrated RNAV flight paths were implemented at Logan and routed directly over my home. Now when 33L (and now increasingly arrivals on runway 15) is in use, living in my home is a nightmare. Constant loud, low flights that often begin at 5:30 am and go until after midnight (and some thrown in at 1am or 3am) interrupt sleep and conversations, cause incredible stress, cause known negative health effects, and have taken away the ability to live peacefully in my home.

I reject the latest recommendation and any recommendation that includes concentrated flight paths. No concentrated RNAV flight path that is drawn over where people live will ever be a solution. The FAA needs to admit these concentrated flight paths were ill-conceived and come up with a new procedure that offers equitable dispersion of the flights. How many flights do you think anyone can tolerate in a day? The noise metric you currently use does not account for the number of "noise events" (flights overhead) that are happening in a day.

No one can or should have to live under a concentrated flight path. No small group should have to shoulder ALL of the noise burden. It is simply too much - and it is only going to get worse as 33L continues to be used more year after year and capacity at Logan increases.

This latest proposal is not a solution at all. It is more of the same problem. The fact that the FAA is proposing another concentrated flight path as a "solution" is a slap in the faces of all of us who have waited and worked in good faith to come up with an equitable solution.

-Carolyn Montello
Medford, MA

From: [Carol Goss](#)
To: [Community](#)
Subject: re Concentrated flight paths
Date: Monday, October 4, 2021 8:26:02 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

I have been deeply disturbed by the concentrated flightpaths over my home and want to go on record attesting to this fact, and also the fact that there needs to be a solution that disperses the noise so that the same neighborhoods and residents don't suffer endlessly.

Thank you for attention to this matter; It's of the utmost importance to those of us who have been suffering for years under these regulations.

Thank you for your time and attention. There has to be a better way.

Sincerely,
Carol Goss
19 Buckingham St.
Cambridge MA 02138

Sent from my iPhone

From: [Celma Silva](#)
To: [Community](#)
Subject: Airplane noise
Date: Tuesday, September 28, 2021 6:56:05 PM

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To Whom It May Concern:

Good evening,

Can the FAA spread the airplanes routes around other cities so it's not so heavy for one community, in this case Medford?

I understand the convenience of living near the city, but it can also be pleasant if the airlines work together to find a good solution.

Thank you,

I appreciate you time,

Celma Silva

Sent from my iPhone

From: [Ann Heintz](#)
To: [Community](#)
Subject: Too Much Traffic Over Medfor
Date: Wednesday, September 29, 2021 12:09:42 PM

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Hello,

I just wanted to let you know that we get a lot of low flying planes over our house in Medford. The noise is awful and the fact that the planes are so close to our house is terrifying. Please mitigate this problem.

Ann

Ann Heintz (she/her)

Don't believe everything you think. - Robert Fulghum

From: [Alice Poltorick](#)
To: [Community](#)
Subject: air traffic Watertown
Date: Saturday, September 4, 2021 5:32:58 PM

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Greetings, I am writing to express my concern about the air traffic over Watertown. I live at 63 Grant Ave and there are days when planes fly non-stop from before dawn until long after midnight. I am woken up in the morning and can't sleep at night or get woken up if I do fall asleep. The planes fly on what seems to be every few minutes schedule. They are very loud and often seem to fly very low in the sky. This was not the case when I moved here. From what I understand, a new runway was built around 5 years ago and since that time a significant amount of traffic is sent out this way. I have often called the Logan noise line when it becomes unbearable. Since Covid, because of the reduced air traffic, there are days when it is actually quiet and peaceful. Today, Sept 4 the planes are again flying non-stop over this area and it is really awful. There must be a better way. thank you

Alice Poltorick
617-448-1454

From: [Elizabeth and Brian Merrick](#)
To: [Community](#)
Subject: comment on MIT Boston Logan RNAV study
Date: Monday, October 4, 2021 1:01:41 PM

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We have lived in the same W. Somerville neighborhood for over 30 years and have always had some amount of air traffic from runway 33L when northwest winds are present. However, the nature of the traffic was hardly ever constant and unrelenting the way it has been since the RNAV system was instituted.

We have the misfortune of living directly under one of the "lanes" that narrowly funnels aircraft right over our home. Now there are days and nights when aircraft noise has a huge impact on our quality of life, waking us up early and often keeping us awake until midnight. Noise machines, closing windows, ear plugs – if you think those are sufficient, you haven't been at our house during these times when we are the lucky ones when flights are routed our way. Of course there's also the interference with working/studying, concentration, talking without shouting, using one's yard or porch, managing to hear the TV, etc. The noise impact, although possibly not exceeding the 60 db threshold, is cumulative when planes are flying over at a rate of 2 or 3 per minute. (This threshold should also be reconsidered. Lower levels of chronic noise are also unacceptable.) The planes also fly at low altitudes, exacerbating the problem further. The stress created by these conditions has a very negative effect on mental health and well-being. It's also well-documented that noise pollution like this has other detrimental health effects. We are concerned that those who designed RNAV never understood what the system would do to certain communities like ours under the flight paths and we would welcome a site visit to our home when the noise is at its worst.

RNAV has placed an excessive burden on neighborhoods like ours. Why should a small fraction of the area bear the entire noise burden for Logan air traffic? Some rightly call neighborhoods like ours "sacrificial". A more equitable sharing of air traffic noise from Logan needs to be instituted through wider dispersal throughout the entire area of 33L departure impacts. The current recommendation for 33L should be even more widely dispersed and not merely a matter of moving these "highways in the sky" although we personally welcome any reduction in this noise in West Somerville as it has been truly ruining too many days and nights in our home and neighborhood.

Brian & Elizabeth Merrick
967 Broadway
Somerville

From: [d](#)
To: [Community](#)
Subject: Public comment on 33L 2-D2 non-solution to hyper-concentrated overflight noise.
Date: Monday, October 4, 2021 3:18:14 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Massport,

I am writing to oppose the Block 2 Final Proposal for 33L, known as 2-D2. This proposal is an insult to those of us unfortunate enough to live under the FAA's "Highways in the Sky" RNAV program, which has severely concentrated aircraft flights over our neighborhood in East Arlington, and many others. 2-D2 does not significantly disperse airplane noise, but simply re-concentrates them over other areas.

Since late 2013, we have been subjected to days on end of extreme, unrelenting, hyper-concentrated aircraft noise resulting from the FAA's plan to concentrate noise pollution over select neighborhoods. Every year until 2020, this has gotten worse, with jet noise pollution interrupting work and sleep every 90 seconds, for days on end. In response to the problem, the MIT RNAV Study initially proposed a few concepts that could fairly disperse this noise, and spread more evenly the pollution brought about by ever-intensifying operation at Logan Airport. This study was conducted with a Memorandum of Understanding signed with the FAA.

Controller-based dispersion emerged as a solution with good backing among the affected communities. But this was rejected out-of-hand by the FAA, along with all other proposals, after **years** of study. The reasons for the rejection appear to largely be that these proposed solutions cause inconvenience to aircraft operators, require additional pilot training, or cost them more money, or schedule.

Instead of any of the solutions proposed by the MIT group, the noise pollution victims were offered "2-D2". 2-D2 is not dispersion – it is simply more RNAV. It does not relieve noise burden in our community, nor in many others. It does not disperse flight tracks equitably.

The FAA must stop pretending 2-D2 is a "solution". Our communities have been asking, through our representatives, for relief from the FAA's industry-serving RNAV program. After agreeing to work on this, then rejecting all the real dispersion proposals, we are even more frustrated with the FAA's callous behavior.

The FAA must develop a procedure that actually disperses the concentrated flight noise from 33L. Noise pollution and its effects on human physical and mental health are real, even if the FAA personnel in the Burlington office are unaffected by it. They should develop this procedure *even if* it happens to inconvenience aircraft operators, add costs to flying, and require more training. **It is wholly fair that flyers and the flying industry should bear the true costs of flying.** Instead, through RNAV and related "efficiency improvements," the FAA has socialized the pain and privatizing the gain for its client industry. And that is wholly unacceptable.

Sincerely,

Dave Matheu
E. Arlington Resident