

Appendix 1

Letter from Medford, MA resident

My comments below describe my lived experience with the chronic and worsening aviation noise from commercial jets under Logan Airport's runway 33L RNAV flight path since RNAV was implemented at Logan.

My family of 4 have lived in the same home in Medford, MA since 2003. It is, and has always been, approximately 6 miles from Logan airport. It's also a ¼ of a mile from a major highway, & one street away from a hospital. Typical city noise has always been a part of our life here with sirens, traffic, planes and helicopters. Despite this, my family lived very happily and in peace until the FAA and Logan drew a line in the sky over my home with RNAV. We now live under an extension of runway 33L.

This implementation caused a significant increase in aviation noise in and outside my home, as now every plane departing 33L is following the same flight path over the same people. The noise burden that was once dispersed & shared by everyone, is now moved to a smaller segment of the population to bear ALL the aviation noise. The FAA is aware of this reality as they have a stated goal of limiting the number of people negatively affected by aviation operations and noise. We are unfortunately one of the "sacrificial neighborhoods" helping them reach that goal.

We are now subjected to an onslaught of non-stop, loud, low-flying planes (often under 3,000ft), one after another, very often 1 or 2 minutes apart, one after another for hours at a time, for days at a time.

33L is used for a large % of Logan's departures, and due to its length, is used for the largest & heaviest planes (these fly incredibly low & loud over my home). When 33L is in use, my family is subjected to a constant roar that often begins before 6am and ends after midnight, allowing less than 6 hours of sleep per night, multiple nights a week. Indoors with windows & doors shut, the noise interrupts sleep, interrupts work & the ability to concentrate, we are not able to enjoy our yard or have windows open. This assault of noise interrupts outdoor conversations and events and is a *constant* source of stress. The nature of the noise, building up as the planes approach, causes a visceral reaction. The FAA has used the word *annoyance* to describe what we are experiencing. It is not annoyance, it's unhealthy, it's torture and there is no end in sight.

The many negative health effects of lack of sleep & stress from noise have been well documented & do not require additional studies.

I live in Medford. The TEKKK waypoint is adjacent to our city's largest school complex, housing both our middle schools and one elementary school. When 33L is in use, every plane departing 33L (which as of 8/2023 YTD was 26,321 planes) flies loud and low (often under 3,000 ft) over the school complex. The negative effects of noise on learning have also been well documented and do not require additional studies.

The 65 DNL noise metric needs to be updated/retired as it does not capture the persistent overflights from the FAA's new GPS navigation and concentrated flight paths in what the FAA calls "overflight communities". *The navigation procedures have been updated, but the noise metrics have not.* My family/community is exposed to constant noise for days on end, but we don't even come close to the

65DNL threshold. This is not because we are not experiencing significant noise. It's because the metric used is irrelevant.

Since RNAV, the FAA & Logan have set up complaint lines, offered community engagement, held meetings & listening sessions, spent years with the MIT study. These have produced zero results. This leaves those of us under 33L feeling helpless, insulted, and like things will continue to get worse. In fact, after all these efforts, the noise and overflight issue under 33L has worsened, not improved, due to increased use of runway 33L & increased capacity at Logan.

I want and expect the FAA to adopt new noise policies and new metrics for determining "significant impact" that protect overflowed communities from harm and that reflect my lived experience with noise under Logan's runway 33L path. If/when new metrics are created and adopted, I want Logan to correct their current operations to provide relief to those of us on the ground experiencing this unacceptable level of noise and overflights. We have the right to be healthy and live in peace in our homes.

I thank you & I hope the FAA intends to correct the ill-conceived RNAV operations & acknowledge it has created a noise issue that no community can or should bear. This public health issue did not exist pre RNAV. This noise problem was created by the FAA and can be corrected by the FAA. The airspace has not gone anywhere. I hope this federal agency uses their power to correct this nationwide issue.

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