

2-A1

Runway 22L



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR JOAN B. LOVELY
ASSISTANT MAJORITY LEADER
Second Essex District

STATE HOUSE, ROOM 413D
BOSTON, MA 02133-1053
TEL. (617) 722-1410
JOAN.LOVELY@MASENATE.GOV
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Chair

JOINT COMMITTEE ON RULES
SENATE COMMITTEE ON RULES

Vice Chair

SENATE COMMITTEE ON BILLS IN THE THIRD READING

JOINT COMMITTEE ON HOUSING

SENATE COMMITTEE ON REIMAGINING MASSACHUSETTS
SENATE COMMITTEE ON GLOBAL WARMING AND CLIMATE CHANGE

SENATE COMMITTEE ON STEERING AND POLICY

October 4, 2021

Lisa Wieland, Chief Executive Officer
Massachusetts Port Authority
One Harborside Drive, Suite 200S
East Boston, MA 02128

Subject: Support for Block 2 Procedure Recommendations for Approach 2A-1 at Runway 22L

Dear Ms. Wieland,

I write to share my strong support for the Block 2 Procedure Recommendations relating to changes to the 2A-1 approach procedure for Runway 22L at Boston Logan Airport, published by the International Center for Air Transportation at the Massachusetts Institute of Technology. I would like to thank the Massachusetts Port Authority and the FAA for their collaboration with the technical experts at MIT in conducting this invaluable research and for sharing these recommendations with our communities.

My office has received numerous complaints from residents of Peabody, Salem, and Beverly over the past several years with a significant uptick regarding the unrelenting jetliner noise over their homes since the implantation of the RNAV Block 1 recommendations. The highly frequent noise is disruptive both day and night and severely impacts the quality of life for these communities. The proposed changes to the 2A-1 approach procedure for Runway 22L will more equitably distribute the burden of noise across the North Shore region, rather than its current disproportionate impact on the communities of Beverly, Peabody, and Salem. I therefore greatly appreciate this opportunity to share my support for these recommendations on behalf of my constituents.

Thank you and please do not hesitate to reach out to my office with any questions or comments.

Sincerely,

Joan B. Lovely



Office of the
BOARD OF SELECTMEN
ABBOT HALL
188 Washington Street
MARBLEHEAD, MASSACHUSETTS 01945

Jackie Belf-Becker, Chair
M. C. Moses Grader
Erin M. Noonan
James E. Nye
Alexa J. Singer

Jason Silva
Town Administrator

August 5, 2021

Lisa Wieland
CEO
Massachusetts Port Authority
One Harborside Drive, Suite 200S
East Boston, MA 02128

Dear Ms. Weiland,

At a meeting of the Board of Selectmen held on Wednesday, July 14, 2021 it was voted to send a letter to the Massachusetts Port Authority in support of Approach Procedure Recommendation 2A-1 in accordance with the report “Block 2 Procedure Recommendations” authored by MIT. The recommendation would *“implement a new overwater RNAV approach for runway 22L that crosses the Nahant Causeway from the east to join a 4-mile final approach.”* This procedure would result in a significant benefit to the citizens of Marblehead if implemented.

Sincerely,

706170DD9F53E4A4...
Jackie Belf-Becker, Chair

DocuSigned by:

M. C. Moses Grader

DocuSigned by:

James E. Nye

53DE2DB24F1F410...

M. C. Moses Grader

88F077C08767460...

James E. Nye

DocuSigned by:

Erin M. Noonan

14D95CE08CB7462...

Erin M. Noonan

DocuSigned by:

Alexa J. Singer

0F1F07308E7F41D...

Alexa J. Singer



Town of Swampscott

OFFICE OF THE TOWN ADMINISTRATOR

Elihu Thomson Administration Building

22 Monument Avenue

Swampscott, MA 01907-1940

Peter A. Spellios, Chair
Polly Titcomb, Vice Chair
Neal Duffy
David Grishman
Donald M. Hause

Sean R. Fitzgerald
Town Administrator
Tel: (781) 596-8850
Email: sfitzgerald@swampscottma.gov

Ms. Lisa Wieland
Massachusetts Port Authority
One Harborside Drive, Suite 200S
East Boston, MA 02128

October 4, 2021

Dear Ms. Wieland,

I am writing to you today regarding our grave reservations regarding the recent public hearing of the *Block 2 Procedure Recommendations for Boston Logan Airport Community Noise Reduction* that were recently presented publicly for Runway 22L at Logan Airport.

We continue to be dismayed that the limited scope of the MIT presentation coordinated by MASSPORT did not present more information about the public health impact that the disaffected communities will bear because of these recommendations. After dealing with a pandemic for the last 18 months, it is patently unfair to thrust these important recommendations on impacted communities without an extensive discussion on how we can mitigate the public health implications of these additional flights.

I urge MASSPORT to set a precedence and support communities that are negatively impacted by these far sweeping changes are supported by the environmental due diligence. The benefits of these proposed change are not clear to us, and we feel it incumbent upon MASSPORT to explain these changes to disaffected neighborhoods in Greater Boston. To this end, there were numerous questions that the Town of Swampscott has presented that we are still seeking clarification. These include:

- Why can we not direct the planes over the water off the coast of Swampscott and the DCR Beach?
- What is the “least environmentally impactful” flight path that would mitigate the impact to public health to the greatest extent possible?
- Why was the Environmental Protection Agency (EPA) nor MA Department of Environmental Protection (MADEP) not included as stakeholders in the study, or public meeting on these proposed changes?
- What is the altitude of the planes when they fly over Swampscott?
- What is the altitude of the planes when they cross the Nahant Causeway?
- 2019 Runway 22 arrivals - how many days when Runway 27 was not in use?
- 2019 maximum plane volume on one day (Thanksgiving weekend as a worse case example?)
- 2019 data shows that 25% of arrivals used 22L. This would mean that nearly 14,000 flights will fly over our region if the new procedure is implemented. Can you confirm how many more flight will fly over Swampscott?
- How does this impact noise in our region?
- Will Swampscott residents be provided with noise mitigation?
- How can we currently measure ambient sound to baseline the impact?
- 2019 assessment of the fleet vs. post-Covid --- older/larger/louder vs. nextgen aircraft (Airbus 320/330 and Boeing Dreamliner 787). What will the fleet mix be in 2021/2022?

- What are the hours of operation? How is “day time” defined? Assuming the normal day 5:15 a.m. to 11:30 p.m. with preferred nocturnal procedure R33/15 when weather allows.
- What will the impact to public open space recreation areas and those that use that space - Swampscott, Lynn, Nahant public beaches? It appears that the current population that is impacted will stay the same with the new procedure but with reduced frequency, while the total exposed population impacted will increase with the proposed procedure.
- We would like MIT to provide an updated proposed flight track images with altitudes from Swampscott and Nahant shores along with attitude at Beverly shore crossing.
- We would like to request FAA to do a test for a period of time - over several weeks to understand the impact on our community. Identify a listening post that we would monitor.
- We would like MIT to help determine how many arrival intruding events are expected with the new procedure? Arrivals that impair a conversation as an example for decibel consideration.
- Please help us understand that these proposed recommendations do not put the airline's priorities before the public health impact to the citizens Swampscott, Lynn, and Nahant.
- Please schedule a special meeting with the EPA and MADEP and communities that are disaffected by these recommendations and take time to help us understand and mitigate the public health impact that will result in the additional flights, PRIOR to advancing the recommendations from the MIT report to the CAC or FAA.

We strongly believe that the current proposal will greatly and needlessly impact the quality of life of our residents, as well as pose an additional negative environmental impact on the regional waterfront.

While we understand the efforts to disperse flights and achieve a more equitable noise distribution, we oppose the current proposal and recommendations for Runway 22L, we urge MASSPORT, the EPA, and MADEP to work closely with the Town of Swampscott as we all seek to mitigate the public health impact of air traffic.

Sincerely

 Sean Fitzgerald
 Town Administrator

CC:

Governor Charlie Baker
 Congressman Seth Moulton
 Senator Brendan Crighton
 Representative Lori Ehrlich
 David Carlon, Chair, Massport CAC
 Edward Freni, Director of Aviation, Massport
 Flavio Leo, Deputy Director Aviation Planning and Strategy, Massport
 Alaina Coppola, Director of Community Relations & Government Affairs, Massport
 Butler, Thomas, Assistant Director of Community Relations & Government Affairs, Massport
 Luciana Burdi, Director of Capital Programs & Environmental Affairs, Massport
 Michael K. Lynch (FAA), Community Engagement Officer, Regional Aviation Noise Ombudsman
 New England Region, FAA



Town of Nahant
334 Nahant Road
Nahant, MA 01908
Telephone: 781-581-0088 Fax: 781-593-0340

September 9, 2021

Lisa Wieland, Massport CEO
Massachusetts Port Authority
One HarborSide Drive, Suite 200S
East Boston, MA 02128

Re: KBOS 22L RNAV Study

Ms. Wieland:

I am reaching out to you as Town Administrator for the Town of Nahant. This is a letter of concern regarding the potential modification to the current design of RNAV 22L. At the moment, RNAV 22L is a straight-in approach tethered to various arrivals by radar vectors. This version of RNAV 22L should have no effect on Nahant, but flights being vectored over Nahant are common occurrences.¹ Making matters worse, the suggested modification to RNAV 22L would create a left dogleg at or about the final approach fix. This would bring the standard flight path much closer to Nahant and will exacerbate our noise impact. Our citizens' issues are as follows:

- 1) Despite the goal of identifying options providing relief to residents impacted by the aircraft noise on the RNAV 22L, the recommended change will result in a substantial *increase* of noise impact to the residents of Nahant due to RNAV 22L.
- 2) Given the proximity to KBOS, Nahant is already bombarded by aircraft on visual approaches to 22L and 22R. For example, Cape Air regularly passes over Nahant and occasionally JetBlue's E190 will cut over Nahant as well. Just three– days ago, a B737 was vectored 1,200' over Nahant ostensibly for sequencing purposes. (See enclosure.)
- 3) We know of no actual test flight for the modified RNAV. Such a flight scheduled would provide an opportunity to actually see/hear the proposed approach.

Nahant supports noise mitigation for dense, highly populated communities. However, we believe there is a better way to accomplish this goal without simply moving the noise to another municipality. To that end, we intend to have residents attend the Zoom information session on September 23, 2021, when MIT will provide its Block 2 recommendations. More importantly, we would like someone from your office to attend a meeting of our Board of Selectmen to respond to concerns directly.

Sincerely,

Antonio Barletta

Enclosure

cc: Dave Carlon, Massport CAC
Joseph A. Kaigler, Associate Chief Counsel
Daniel G. Skrip, Town Counsel

¹ This is also true regarding some departures from 4L and 4R.

From: [Amy Forman](#)
To: [Community](#)
Subject: Proposed new air traffic over Swampscott
Date: Saturday, October 2, 2021 8:00:07 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.

Massport Officials:

I am writing about the proposed new air routes that will add 100-150 flights directly over Swampscott where I live. I am extremely concerned about this proposal. Even without any changes, the current morning air traffic already wakes me up regularly, starting at 4 am. It sounds like a runway is overhead.

I listened to the entire Zoom presentation of the report on September 23, and I am convinced the changes will unfairly impact Swampscott. While the changes will divert some of the flights away from Danvers and Peabody, it is not an apples to apples change. Because Swampscott is much closer to the airport, the planes will be much lower and create much more noise and pollution than the higher ones flying over Peabody and Danvers. This was confirmed by the reports on the level of disturbance to area residents. For the current flight path, the level of disturbance was at a much lower level (with lighter colors) than the changes would bring to Swampscott which was clearly marked by dark red colors to indicate a strong disturbance. It is simply not fair to divert some planes for appearances sake. Higher planes are far less disturbing than lower ones.

Further, Swampscott is a small town and does not have as many residents as some of the other places. To go by population alone, is patently unfair, seeming to penalize us just because we (and Nahant) have fewer residents. Using that analysis makes no sense.

I ask you NOT TO CHANGE THE FLIGHT PATTERN OVER SWAMPSCOTT.

Amy Forman
81 Bates Road
Swampscott, MA 01907
aaform@comcast.net

From: [Rogers, Beatrice](#)
To: [Community](#)
Subject: Concern regarding KBOS 22L RNAV proposal to re-route aircraft over Nahant
Date: Friday, October 1, 2021 9:12:21 PM

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Ms. Lisa Wieland
CEO Massachusetts Port Authority - Suite 2005
One Harborside Drive
East Boston, MA 02128

Re: KBOS 22L RNAV Study

Dear Ms. Wieland,

I'm writing as a resident of 44 Pearl Road in Nahant whose house faces west toward the Logan Airport approach. I was briefed on the presentation to area residents and elected officials last Thursday, and like many Nahant residents, I am concerned about the proposal to re-route aircraft landing on runway 22L so that they would cross the Nahant Causeway on their approach rather than approaching over water, away from the Town of Nahant and the Causeway.

At present, noise from aircraft approaching or leaving Logan is relatively unobtrusive, except when there is dense fog. If planes approach Logan across the Causeway, there will be serious noise impact, as sound carries much more loudly over water than over land, with buildings in the way. Further, planes directed to cross over the midpoint of the Causeway may in fact cross as close to the town as the Tides restaurant at the southern end without violating FAA regulations, causing even greater visual and noise disruption.

It is not clear what the proposed change is intended to accomplish. The current approach is over water, not over population centers (at least in the final stages), so it seems the proposal simply adds to the population affected by airport noise. If it goes forward, the change will have a negative impact on all town residents and, I must assume, on our neighboring communities of Lynn and Swampscott. Nahant, however, is virtually an island surrounded by water and therefore more seriously affected by airport noise.

Along with many fellow Nahant residents, I would like to voice my strong objection to this proposed change.

Thanks for your attention.

Sincerely,

Beatrice Lorge Rogers

cc: Governor Charles Baker
US Representative Seth Moulton
State Senator Brendan Crighton
State Representative Pete Capano
Nahant Board of Selectmen Josh Antrim, Mark Cullinan, and Gene Carty
Nahant Town Administrator Anthony Barletta,
Nahant Noise Abatement Committee Chair Robert D'Amico

Beatrice Lorge Rogers
44 Pearl Road
Nahant MA 01908
781 254 6329

From: [Dave Morris](#)
To: [Community](#)
Subject: Late night and early morning landings at Logan from the west...
Date: Monday, September 27, 2021 8:14:33 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.

With southerly winds. the Logan flight path landing approach path from the west cross over Winchester, Woburn, Lynnfield, Peabody, and Danvers affecting residents of these communities at odd hours. Why doesn't Massport direct these flights to go directly to the ocean side at high altitude before turning south to approach Logan????

Dave Morris
Lynnfield Ma...

From: [Erasmo Mitrano](#)
To: [Community](#)
Subject: Flight pattern over Nahant
Date: Sunday, October 3, 2021 9:27:29 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 live on Little Nahant. The noise of planes going over head have increased dramatically and with the potential changes, it would be worse. The planes fly right over head vs crossing over the causeway.

I am against the proposed changes.

Erasmo Mitrano
102 Little Nahant Rd
Nahant, Ma

From: [marylou mihovan](#)
To: [Community](#)
Cc: [Mary Lou](#)
Subject: Re: RNAV study 22/l
Date: Thursday, September 30, 2021 10:24:43 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.

Hell my name is George Mihovan I live in little Nahant is there going to be a QUALITY OF LIFE STUDY GOING DO BE DONE In Nahant ? if not, why not ? Does the town of Nahant have to ask for it to be done ? We the resindents would want one. thank you George Mihovan

> On Sep 28, 2021, at 11:10 AM, Community <community@massport.com> wrote: would like one
>
> Hello,
>
> Thank you for your comments and/or questions related to the RNAV Block 2 Study. All comments will be shared with the Massport Community Advisory Committee for their review. Questions will be reviewed and answered by MIT, the FAA, and Massport where appropriate.
>
> Best,
>
> Community Relations & Government Affairs
> Massachusetts Port Authority
>
>
> -----Original Message-----
> From: marylou mihovan <mlmihovan@verizon.net>
> Sent: Tuesday, September 28, 2021 8:27 AM
> To: Community <community@massport.com>
> Cc: Mary Lou <mlmihovan@verizon.net>
> Subject: RNAV study 22/l
>
> 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 George Mihovan.I live in little Nahant. I watched your last meeting [sept.23rd] I believe you stated that we could make comments and ask questions to this e-mail ,if so would I get some kink of response . I have e-mailed a few comments, asked a couple of questions in the last couple of days and have gotten no response. Could someone let me know if this is the correct e-mail thanktou George Mihovan
>

From: [marylou mihovan](#)
To: [Community](#)
Cc: [Mary Lou](#)
Subject: RNAV22/I
Date: Thursday, September 30, 2021 10:33:58 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 name is George Mihovan I live in little Nahant will this 22l change make us eligible for sound proofing improvements that masport offers thank you George Mihovan

From: [marylou mihovan](#)
To: [Community](#)
Subject: Re: RNAV runway 22/I
Date: Thursday, September 30, 2021 12:01:41 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.

> On Sep 30, 2021, at 1201PM, marylou mihovan <mlmihovan@verizon.net> wrote:
>
> Hi my name is George Mihovan I live in little Nahant ,with the causeway over a mile long, why do planes have to
fly over little Nahant at all. We in Nahant are against this change thank you George Mihovan
>

From: [marylou mihovan](#)
To: [Community](#)
Subject: New approach to runway 22l 22r
Date: Friday, September 24, 2021 9:58:13 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.

Why can't these planes fly over the water from swamscott and turn at the south end of big Nahant still over the water then make the turn to the air port missing Nahant altogether thank you George Mihovan

From: [marylou mihovan](#)
To: [Community](#)
Subject: Runway approach 22l 22r change
Date: Friday, September 24, 2021 10:20:26 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.

Are these planes only going to affect little Nahant. if so why? Why not big Nahant? also little Nahant is bombarded by runway 4r planes on departure as early 5:30am and as late as 11:30pm sometimes all day .planes 30 seconds apart some times let big Nahant share some of the burden little Nahant also affected by by planes at landing from west to east over little Nahant to runway 33l 15l I think I got those runways correct thank you I believe the is to much noise for just little Nahant to absorb we have enough noise. We have nothing around here to absorb the noise the the big cities have only open ocean so noise is much louder!!! What about alternating the flight paths back and forth so one community is not stuck with the noise and pollution for long periods of time thank you George Mihovan

From: [marylou mihovan](#)
To: [Community](#)
Subject: RNAV study runway 22l 22l approach
Date: Friday, September 24, 2021 2:57:55 PM

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> On Sep 24, 2021, at 10:23 AM, marylou mihovan <mlmihovan@verizon.net> wrote:

>

Is there going to be a way point out in Nahant Bay to get these planes turn before they get to LITTLE NAHANT if not WHY? And can we add one? thank you George Mihovan

From: [marylou mihovan](#)
To: [Community](#)
Subject: Re: RNAV study runway 22l 22rapproach
Date: Saturday, September 25, 2021 5:54:23 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.

Could you please send me a copy of the RNAV22l study or info where I could find it.? Thank you George Mihovan

> On Sep 25, 2021, at 5:50 AM, marylou mihovan <mlmihovan@verizon.net> wrote:

>

>

>

>> On Sep 24, 2021, at 2:57 PM, marylou mihovan <mlmihovan@verizon.net> wrote:

>>

>>

>>

>>> On Sep 24, 2021, at 10:23 AM, marylou mihovan <mlmihovan@verizon.net> wrote:

>>>

>> Is there going to be a way point out in Nahant Bay to get these planes turn before they get to LITTLE NAHANT if not WHY? And can we add one?

> Can you send me or where do if find a copy of the RNAV22L study? Thank you George Mihovan

From: [Jim Walsh](#)
To: [Community](#)
Subject: Nahant
Date: Monday, October 4, 2021 9:14:30 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.

In many ways we'd just like to be forgotten. We're the smallest town in the State. No one drives through Nahant on the way to anywhere else. We are a small, quiet, residential community...let me underline, "quiet."

I first moved here almost 50 years ago. Perhaps it was on my first night here when I thought something terrible was happening. The roar of the low-flying 797 was deafening, frightening, unsettling. Okay...it was probably a 747 but it was so low that it sounded gigantic.

It took us several years before we were able to make it firmly known to Massport that this was absolutely unacceptable, especially when there were other options. Massport finally changed its policy on routing and since that time, except for the occasional pilot error, we have been spared attacks from the air.

I hope the powers that be at Massport will not push us back half a century. We are a small community but we are cohesive and capable of making a lot of noise of that other sort. Let's not regress...

Jim Walsh, Nahant

...in the final analysis, our most basic common link is that we all inhabit this small planet. We all breathe the same air. We all cherish our children's future. And we are all mortal.

*John F. Kennedy
American University, June 10, 1963*

From: [Karen Angelo](#)
To: [Community](#)
Subject: Public comment: 22L Runway Recommendation
Date: Monday, October 4, 2021 7:43:16 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.

Hello,

I'm writing in support of the recommendation from the MIT professor to alter the flight path of aircraft landings headed for Logan Airport runway 22L over the north shore. I urge Massport, the FAA and other stakeholders to adopt this route to turn over Nahant to quiet the skies for thousands of people.

The planes are loud, low and unhealthy, with some flying as late as 11pm and as early as 5am. On a Sunday evening about 6:45pm in July 2021, I videotaped the planes flying over our birch tree. If you would like evidence as to how unhealthy this is, please view this video clip (the planes are louder and closer than they appear).

<https://vimeo.com/583474622>

Thank you,

Karen Angelo
52 Newcastle Road
Peabody, MA 01960
978-430-6303

From: [Lisa Haley](#)
To: [Community](#)
Subject: Nahant flight patterns
Date: Monday, October 4, 2021 12:07:51 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.

Please don't move the flights closer to Nahant. Our town cannot absorb the sound vibrations (unbearable for some) and increased pollution.

Please.

Lisa Haley
Nahant resident

From: [Matthew Miller](#)
To: [Community](#)
Subject: Noise & Air pollution over the North Shore of Boston
Date: Tuesday, September 28, 2021 12:05:07 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.

Logan simply can not support the amount of air traffic that it is trying to support. The increase in air traffic and new flight paths have concentrated a large amount of air traffic over far-flung areas that have never previously had this issue causing an undue burden on those residents affecting their health, wealth, and liberty.

This is a significant burden that disproportionately negatively affects the residents of the Northshore especially those like us in Marblehead that are all of the sudden constantly beneath a highway of massive jets (why not turn over the ocean north of Marblehead and come down Salem sound if you have to be so far-flung in your descents instead of bisecting our small town over and over again). This airspace grab only benefits the few vested interests of mass port what this region really needs is efficient rail travel throughout the northeast corridor then we wouldn't need to house so many domestic flights at logan and in our airspace.

Stop trying to fit 10 pounds of shit in a 5-pound bag and actually listen to the residents who your suppose to serve. Build a new airport in the harbor where the flight paths will be less impactful.
sell the land for new development to fund the new airport project.

It's time we do something if you want to endlessly expand logans capacity. Look at the Zuiderzee (it's not like the Netherlands gdp is significantly larger than just the state of Massachusetts and look what they have accomplished) the new Logan could be an island in the necklace of a resiliency dike project in the harbor all/mostly funded by the sale/redevelopment of the existing Massport land in East Boston. Not to mention the increased real estate values/tax now that your not destroying that communities way of life anymore.

If you want to have 10 pounds of shit you need a 10-pound bag so stop pushing the burden off on us few unexpectedly and unannounced etc.... if you want to expand start working on a better bag. This bag could include regional rail and resiliency projects etc... as well.

Please Have an actual person respond thanks!

Sincerely,
Matthew Miller
A Disproportionately negatively affected Citizen
(Due to Massport's new far-flung concentrated paths and lack of Vision)

p.s. this is still covid times imagine what post covid will look like

From: csarealty@verizon.net
To: Community
Subject: Nahant flight path
Date: Wednesday, September 29, 2021 3:04:47 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.

Currently the aircraft using runway 22 arrival/departure flight path are hugging the Nahant coastline and fly over Nahant with total disregard.

This is an unbearable situation when they should be using the 1.5 mile beach from Nahant to Lynn.

To jam more flights down that same path to appease Swampscott and Marblehead is totally unacceptable and encroaches our quality of life and pollution over the residents of Nahant.

We are a very small community surrounded by water , there is no need to subject us to roaring jet engines at full throttle over our homes.

[Sent from the all new AOL app for iOS](#)

Nancy Carey and DeWitt Brown, III
23 Phillips Road
Nahant, MA 01908

October 1, 2021

Ms. Lisa Wieland
CEO Massachusetts Port Authority - Suite 2005
One HarborSide Drive
East Boston, MA 02128

Dear Ms. Wieland,

As residents of 23 Phillips Road, Nahant, MA 01908, we have legal standing to participate in the Rule making: KBOS 22L RNAV Study.

We oppose the Block 2 Recommendation to reroute landing aircraft over the Nahant Causeway because it will increase airplane noise levels, introduce proximal visual disruptions to our unobstructed views of Broad Sound and the Boston skyline, and increase air pollution to our suburban neighborhood from large jet-propelled planes whose approach to Logan will be permitted over the Nahant Causeway. This particular recommendation affects us and other residents of Nahant adversely.

Please take official notice of the peculiar characteristics of noise created by planes flying over an island i.e. sounds reverberating off surrounding open water. Unlike flights over land, there are no structures to block or absorb the noise from planes landing over open water. That noise imposes unique burdens on Nahant residents that are not experienced by residents in and surrounded by populated areas. In addition, unlike inland towns, Nahant is often blanketed by fog banks and clouds that block and reflect the sound back toward the source - i.e. planes over Nahant - thus amplifying it. This imposes an extended period of airplane noise on Nahant that is not experienced over dry land. Applying the same standard to measure impact of arriving planes over land to island communities is a misleading metric that fails to measure the real burden that changes to Runway 22L procedures will impose on Nahant.

1. We oppose the unreasonably wide gate/gap created by Recommendation Number one of Block 2. Its expanse would allow large jet planes to approach Logan at decreasing heights crossing the Causeway at the Tides Restaurant located in the Town of Nahant. The proximity to the Town impacts residents throughout this island community. Pilots should not be authorized to make a left hand turn so close to Nahant on their descent into Logan Airport.
2. Noise abatement in Nahant would be improved by making adjustments to departures from Runway 4R. We also note the impact of noise increases by flight controllers who imprudently and improperly permit early right turns over the Nahant Causeway from Runway 4R. Those turns should cease.
3. Further noise abatement could be achieved if attention were paid to arrivals to Runways 15R and 33L that fly over the south coastal areas of Nahant on approach to Logan.

Thank you for your courtesy in considering our strong objections to proposed changes to Runway 22L.


Nancy Carey


DeWitt Brown, III

cc: Governor Charles Baker; US Representative Seth Moulton; State Senator Brendan Crighton; State Representative Pete Capano; Nahant Board of Selectmen Antrim, Cullinan and Carty; Nahant Town Administrator Tony Barletta, Nahant Noise Abatement Committee Chair Robert D'Amico

From: [pwnahant](#)
To: [Community](#)
Subject: changing the standard flight path to runway 22L at Boston Logan Airport
Date: Monday, October 4, 2021 12:29:26 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 a Nahant resident who is concerned about changing airport traffic to a path closer to Nahant. For years we have tolerated jets cutting short their turns over Nahant, polluting our air, disturbing our peace, not to mention rattling our windows. The new plans would further increase pollution of our air as well as further disturb our peace with the increased noise.

Please consider another option.

Sincerely,
Pamela Wilson
50 Ocean St.
Nahant, MA
01908

[Sent from the all new AOL app for iOS](#)

David,

As the representative for the town of Nahant and a member of the Massport CAC, please accept the following comments pertaining to the operations that result in noise impacts for the town of Nahant. The comments I have provided involve the arrivals on both Runway 15R and 33L, proposed arrival for 22L, and the issue of the location of Microphone 18.

First of all, the operations involving the arrivals to Runway 15R and 33L impact the West Cliff section of Nahant. I know this because that is the section of Nahant where I live. The operations involving these impacts occur as the aircraft enter their downwind approach to both 33L and 15R, obviously in the opposite direction. Therefore, the noise impact is the same whether they are landing on 15R or 33L.

This is totally avoidable since Nahant is the smallest town in the commonwealth surrounded by the Atlantic Ocean. Best of all, changes to these operations can be made without adding one decibel to another community. As you know, changing any flight track usually moves noise from one community to another regardless of whether that involves fanning or not. Therefore, I would like to request both operations be closely scrutinized in this Noise Study.

Secondly, I have concerns about the proposal to have flights land on Runway 22L over the Nahant Causeway. Although I have enormous respect for the gentleman from MIT stating there are no gates for arrivals, I'm afraid I must disagree. Unless something has changed, there are gates to all arrivals regardless of the airport in question. Therefore, I have to state my serious reservations on how the FAA will handle this flight track. In my 52 years of experience, including 8 of those years working for Massport in the Noise Abatement Office, I am all too aware of how the FAA and the airlines work as one and how the FAA accommodates the airlines on issues regarding fuel consumption and on-time performance. Therefore, with complete confidence, I believe that the proposal for arrivals on Runway 22L will result in a severe increase in the noise impact for residents of Nahant, Swampscott, and Lynn simply because the FAA will take into account the airline's priorities before the communities' environmental impacts.

When it comes to noise abatement, the FAA tends to come up with excuses as to why a proposed flight track procedure cannot be considered for implementation, whether it pertains to flight safety or an increase in controller workload. I strongly suggest that the FAA be held accountable and clearly explain why any flight track falls in either category.

Finally, although not included in this study, I strongly consider the issue regarding the placement of noise monitor microphones to be important. For example, I was totally against the placement of Microphone 18 that was placed in Nahant to measure departures off Runway 4R. Not only did it not accurately measure the most severe noise impact from this operation due to its location, it is also shielded by trees and shrubs further preventing it from accurately reporting the noise impact from departures off 4R. When I worked at Massport, we always placed noise monitors to measure the worst-case scenario. This way we could accurately measure the true impact of any flight track departing or landing at Logan. I am also very concerned about how often Microphone 18 is inoperable. It is not possible for Massport to get accurate noise data when the noise monitor is down so often.

I hope these concerns will be included in this study. I apologize for my late involvement within Block 1 and Block 2, but I was dealing with some health issues. I would have loved to have been involved from the beginning. I hope my expertise on this matter is of help to you.

Sincerely,

Robert D'Amico
Nahant representative on the MCAC

From: [Shelley Sackett](#)
To: [Community](#)
Subject: Swampscott flight pattern
Date: Saturday, September 25, 2021 11:55:35 AM

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I watched the entire presentation on Sept. 23. I am very upset by the unfairness and insensitivity shown to Swampscott.

1. The flight approach and departure is TOO LOW. The droning noise and vibrations disturb the quality of life.
2. In going from zero to 150 flights a day, Swampscott is disproportionately impacted. This is a very densely populated area and the proximity to Logan is much closer to Logan than Peabody or Danvers. How do you justify diverting flights from Peabody and Danver to Swampscott? It makes no sense.
3. Why isn't Marblehead affected?
4. Just this morning alone, I have clocked 20 flights directly over my house and decibels that disturbed my sleep and well being.

DO NOT CHANGE THE FLIGHT PATTERN TO FLY OVER SWAMPSCOTT. It accomplished nothing except to make Massport feel good about spreading the pain to residents

Shelley Sackett
116 Ocean Ave
Swampscott, MA

From: [Steven Andrada](#)
To: [Community](#)
Subject: Modification to RNAV 22L
Date: Monday, October 4, 2021 1:46:37 PM

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I would like to add my name to the list of people who are in favor of modifying the RNAV 22L and bringing it in from the water sooner and taking a left turn near Nahant. When 22L is active the planes that turn and descend and slow down over the North Shore, Beverly, Danvers, Peabody and Salem are very loud and disruptive to life here and they are major polluters. Please do everything in your power to limit the number of homes that these planes fly over. And also please make the airlines upgrade their planes to be quieter and more fuel efficient. Also restrict the number of flights, it should not be unlimited planes flying over as quickly as they can making millions for the airlines and airports and wreaking havoc on the people of this country.

Thanks,

Steve Andrada
52 Newcastle Road
Peabody, MA 01960
stevenandrada@me.com
Mobile 508-367-4747

From: [Susan Tracy](#)
To: [Community](#)
Subject: Nahant
Date: Monday, October 4, 2021 9:05:41 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.

We are too small an island to have planes releasing pollutants. Please broaden your flight patterns!

Thank you
Susan Tracy
89 Maolis s Road
Nahant, MA 01908

Sent from my iPhone