

# Letter 18



Stephanie Pyne  
<spyne1206@yahoo.com>  
07/11/2006 03:33 PM

To John Silva/ANE/FAA@FAA  
cc  
bcc  
Subject Taxiway

Dear Mr. Silva:

I received the FAA Airside improvements planning project for the taxiway's today and as a Winthrop Resident (Amelia Avenue - less than 1 mile from 22L) **DISAGREE 100%** towards this project.

By reading this, we (Winthrop Residents) will not benefit by this, it will only cause more problems. At the moment,

1. The **air quality is very poor** (my daughter is a very bad asthmatic) and we can smell the fuel when the engines are revving up before take off - now.
2. The fuel release, my house/patio furniture are black speckled now, what would it be when the new taxiway is in service.
3. The **NOISE**, we can barely watch TV in the summer or talk on the phone. Yes, Massport did put in new windows, but it **DOES NOT** help.

My husband and I totally disapprove this project for these reasons and more. (Not to mention the property value.)

At anytime you would like to contact me please don't hesitate.

Stephanie Pyne  
27 Amelia Avenue  
Winthrop  
(617) 846-0505

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# Letter 19



"Laura Ziukaite"  
<lauraziukaite@hotmail.com>

07/14/2006 12:02 PM

To John Silva/ANE/FAA@FAA

cc

bcc

Subject Logan airport

Dear John Silva,

I live in the Beachmont area of Revere, MA, which, alongside East Boston and Winthrop, is hugely affected by aircraft noise from Logan airport. Our sleep is constantly interrupted by planes flying extremely low, more often than not they do not stop flying until 2 in the morning and then start again at 5 am. The very loud 4-engine planes do not stop flying at 11 pm either, even though Logan's website claims otherwise. In addition, we are affected by pollution - the exhaust smell lingers in the house if the windows are open. This is not acceptable as it dramatically affects our quality of life and will eventually deteriorate the neighborhood.

I have no reason to believe that the situation is any better in Winthrop or East Boston, and therefore strongly oppose any further expansions of Logan taxiways that would create more traffic over the residential neighborhoods.

At the same time, I would like to ask if there are any federal rules regarding mufflers on the airplanes. We have silent guns - can the same technology be applied to silencing the planes?

Look forward to your response. Laura Hansen

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# Letter 20



Ajfelzani@aol.com  
07/16/2006 01:36 PM

To John Silva/ANE/FAA@FAA  
cc  
bcc  
Subject Federal Aviation Admin.

Received your letter of July 7,2006 about the construction of a Centerfield Taxiway that would be located bewtween 4R-22L and 4L-22R..... Iam on record to OK that taxiway,with this question.....How will pilots know that that taxi-way is NOT a runway?...After seeing the photo I hope that it would NOT confuse the pilots that are not aware of that taxiway.....or pilots that are made to use Logan or emergances.....  
Joseph Felzani 42 Goodwin Ave Revere,Ma.

# Letter 21

Ellen Baird  
117 Buchanan St  
Winthrop, Ma. 02152.  
July 23, 2006

Dear Mr. Silva,

I am writing in regards to the proposed development of the Logan Centerfield Taxiway. I am concerned with the impact on my quality of life. Presently, I am used to waking two or three times during the night and in the early morning hours while planes warm up and/or fly overhead. The noise level/degree of annoyance depends on the air quality; cloudy and foggy can sound like a train overhead. Having an additional runway will ultimately only increase the frequency.

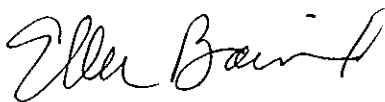
I'm concerned with the quality of the air I breathe.

Fortunately we have the action of the ocean tides to help with cleaning the air but there is a limit to what natural resources can take.

At one time there was talk about developing local airports like Worcester and spreading the traffic around the state. Why not have two important airports in the state? The Boston area is congested enough. Traffic problems are a nightmare. Why add to it?

When making your final decision, I beg you to consider the health of the residents of the surrounding communities.

Sincerely,



Ellen Baird

JUL 25 2006

## Letter 22



Dear Sirs,

Have not read your Environmental statement lately, no matter, it stunk 20 years ago, and now it absolutely putrid. For the life of me, how you tell people about the E.S.P, you don't live in it you don't know it, you don't understand it, and you pay to spin it. Benefits of the taxiway? What benefits? You don't hear, smell, or breath the pollutions.

Frankly you people don't give a damn. Massport always win, and I suppose this letter and all the rest will be garbage as usual.

But after living here 40 years, and working 30 years at the airport, I can tell you that you are treading on dangerous grounds. Looking at the map, I see the potential

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for disaster, what a mess.

Having been around 6 or 7 crashes,  
I hope I won't be seeing any more.

One question? Who will be the scapegoat  
when the disaster appears, Who in their  
right mind will admit designing this  
treacherous taxiway. I predict many  
things, I hope I will be wrong on  
this prediction. If your Enirement  
specialist gets to read this letter,  
I wish to inform him or her, the  
changes over the years have been great.  
Fewer birds, fish, insects and God  
only knows what else. Awards are  
not likely bestowed on their ilk.

Sincerely  
George Barman

Abbuter 22L

George Barisano  
436 Pleasant St.  
Winthrop, Ma.  
02152

BOSTON MA 021

24 JUL 2005 PM 45 L

Mr. John Silva

F, A, A,

12 New England Ex Pa

Burlington, Ma.

0140042213 0002



# Letter 23



beaula@earthlink.net

07/25/2006 01:25 AM

Please respond to  
beaula@earthlink.net

To John Silva/ANE/FAA@FAA

cc

bcc

Subject Environmental Impact Statement Logan Airport

Dear Mr. Silva,

My name is Joanne O'Hara and I live (own with my husband 120/122) Bayswater St., in East Boston. I have lived in this house for 36 years. My parents bought this home from relatives back in the 70's and my husband and I bought it from my parents in the early 90's.

I was born in Boston and raised in East Boston all of my life, I am not a new-comer and resent when I hear (people say that the airport was here longer than us). No, my family, like so many others were here before Logan Airport. We try to get along with Logan, but these past few years, it is getting more difficult.

Our home faces Runway22R and there is an existing taxiway to the right that is used to taxi jets to the runways (there are 15 to 20 planes taxiing at any given time).

This existing taxiway causes a number of problems for Bayswater Street, such as: increased noise level (to the point of deafening), increased exhaust fumes and increased vibrations. When we get a southerly wind, I cannot open my windows or sit out on my porch and enjoy my view and home.

If the Proposed Centerfield Taxiway becomes reality, then it would mean a slow, agonizing death for the homewoner, the renter, the visitor, the human being on Bayswater Street.

I cannot speak for any other street, as I live here on Bayswater St. I realize that Logan must expand in order to compete and that money is the bottom line. But, reality is that we cannot live a peaceful and enjoyable life if Logan Airport expands on the cost of "human sacrifice".

If Logan Airport must expand, then maybe the only humane way would be, to buy up East Boston and turn it into one giant airport.

Mr. Silva, from one human being to another, please, don't condemn us to death!

Thank you, for taking the time to read this.

Sincerely,



Joanne O'Hara

# Letter 24

July 27, 2006  
35 Lowell Road  
Winthrop, MA 02152

Mr. John Silva  
Federal Aviation Administration  
New England Region  
12 New England Executive Park  
Burlington, MA 01803

Dear Mr. Silva:

I'm writing to comment on the Draft Written Reevaluation and impact of new undertakings at Logan Airport, specifically, the Centerfield Taxiway and Runway 14-32.

I know that you, and many of the persons to whom I have copied this letter, already know of the documented cancer incidence of persons living within close proximity to O'Hare Airport. In fact, that 1994-98 study showed that "those living in the northeast areas (near O'Hare) are experiencing between 50-100% greater cancer incidence rates than the state average and 33-50% greater than the local area median." I will not address the occurrence of asthma, upper respiratory illnesses, lupus, or multiple sclerosis. Nor will I address the ever concerning air traffic volume of Logan. Rather, I'd like to make you aware of the incidence of cancer in my own neighborhood.

Mr. Silva, I have lived in Winthrop, Massachusetts, for over 33 years. For the last 15 years, I've lived at 35 Lowell Road in the Court Park area of Winthrop. It is sometimes called "the Maze," because of the way the streets wind around each other. I am situated two streets in from Court Road, which is a "stone's throw" from one of the Logan runways.

One night at dinner, I commented to my husband that just looking out our front and side windows, I could count six (7) persons who had either died from some form of cancer or who were still fighting the dreaded disease. Within the past few months, we've heard of yet another cancer victim living in the Court Park area. This makes 8 people that I know. With these persons' or their spouses' permission, I can provide the names of these cancer casualties if you need them.

More recently, I spoke with a neighbor who witnessed 6 persons dying of cancer in our immediate neighborhood years before I moved to Lowell Road. With the 8 neighbors I've personally known coupled with the 6 persons whom my neighbor knew prior to my moving to Lowell Road, a total of 11 died of cancer, and 3 are still fighting the disease.

I think it very important to note that I am talking about neighbors who live within a very close proximity to me in the Court Park area. It is also noteworthy that these are people I KNOW of. I do not claim to know every person in my neighborhood, so I don't know how many more neighbors have either died from cancer or are currently dealing with the

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illness. I also do not know what our Town cancer rate is in contrast to communities that do not abut the airport.

My conclusion is that 14 cancer victims are far too high for an area that might, area-wise, equate to a whole street. Jet powered planes have operated out of Logan Airport for nearly 50 years. Further expansion and increased use of already existing taxi ways will further pollute our air and our bodies. My only question is "How many more people have to die before the FAA and Massport seriously consider building another airport, hopefully NOT near a heavily populated area like the Winthrop-East Boston neighborhoods?"

I respectfully submit my comments for your serious consideration.

Yours truly,

  
Donna Segreti Reilly

**CC: LaVerne F. Reid, Mgr., Airports Div., FAA  
Tom Kinton, Acting Exec. Dir., Massport Authority  
Senator Edward M. Kennedy  
Senator John F. Kerry  
Congressman Edward J. Markey  
Governor Mitt Romney  
Lt. Governor Kerry Healey  
Mass. Senate President Robert E. Travaglini  
Mass. House Ways & Means Chairman Robert A. DeLeo  
Town Council President Thomas E. Reilly & Town Councilors  
Atty. Jerome Falbo, Airport Hazards Committee**

# Letter 25



"John Vitagliano"  
<seagullconsult@msn.com>  
07/27/2006 12:24 PM

To John Silva/ANE/FAA@FAA  
cc  
bcc  
Subject Centerfield Taxiway ROD-Comments

Hello John,

The attached comments regarding the Logan Airport centerfield taxiway ROD notice are respectfully submitted.

John



Centerfield Taxiway ROD.pdf

*John Vitagliano  
19 Seymour Street  
Winthrop, MA 02152*

July 27, 2006

Mr. John Silva  
Federal Aviation Administration  
New England Region  
12 New England Executive Park  
Burlington, MA 01803

Subject: Proposed Centerfield Taxiway – Logan Airport ROD

Dear Mr. Silva:

As a former Massachusetts Port Authority Board Member and Winthrop resident I strongly object to the August 21, 2006 comment deadline included in your recent notice concerning the draft written reevaluation/ROD on the proposed centerfield taxiway for Logan Airport. The centerfield taxiway is an enormously complex project with the clear potential for causing serious adverse environmental impacts in Winthrop and East Boston, two communities that presently suffer from unacceptable levels of noise and toxic pollution from Logan Airport.

To date there haven't been any prominent notices of this major project posted in our local newspapers or local cable television channels, which have widespread readership and viewers. Instead your official notice has consisted of a limited mailing to a few citizens who comprise a very small percentage of both communities' population. Moreover you expect these few citizens to evaluate this complex proposal and prepare informed comments in a short time frame in the middle of summer, when many are away on vacation. It appears that the Federal Aviation Administration and the Massachusetts Port Authority are conspiring to deny the Winthrop and East Boston communities of their rights to due process. As public agencies both the FAA and Massport have public disclosure obligations with regard to the presentation of environmentally sensitive proposals such as the centerfield taxiway – your lack of prominent public notice, and August 21, 2006 comment deadline, fail to meet these obligations.

I urge you to extend the public comment period for the centerfield taxiway/ROD to December 31, 2006 to be commensurate with the complexity and importance of this controversial proposal.

Sincerely,

*John Vitaglano*

cc Sen. Edward Kennedy  
Sen. John Kerry  
Cong. Edward Markey  
Sen. Robert Travaglini  
Rep. Robert DeLeo  
Rep. Anthony Petrucci  
Councilor Sal LaMattina  
Winthrop Town Council

# Letter 26

July 28, 2006

John Silva,  
Federal Aviation Administration  
New England Region  
12 New England Executive Park  
Burlington, MA 01803

Re: FAA Draft Written Reevaluation of the Environmental Impact Statement on the Proposed Centerfield Taxiway at Logan International Airport

Dear Mr. Silva:

After reviewing the FAA Draft I wish to make the following comments:

## Operations:

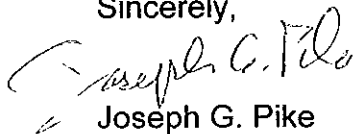
1. The Draft proposes to continue the present risky practice of having all aircraft and ground vehicles cross active runways. The risk of collision is obvious and increases as aircraft volumes increase and with restricted visibility. The risk could be reduced by redesigning the Taxiway to pass over or under major intersections, just as has been done at other airports. This would be a major advantage at Logan for smaller less visible aircraft and ground vehicles because they would now have a safe alternative to pass the active runways.

## Environment:

1. Noise: The Draft continues to dismiss noise from airport operations on surrounding neighborhoods. If the Centerfield Taxiway were built as proposed it is likely that additional noise would be generated from the additional aircraft that would be lining up to take off. Data must be collected and summarized by affected areas and communities showing various levels of airport generated noise along with a plan to support meaningful reduction of excessive and harmful noise.
2. Air Quality: The Draft does not mention the impact of air pollution on surrounding neighborhoods. If the Centerfield Taxiway were built as proposed it is likely that additional air pollution would be generated from additional aircraft operations. Data must be collected and summarized by affected areas and communities showing various levels of airport generated air pollutants along with a plan to support meaningful reduction of harmful air pollutants. Area Health Institutions should be invited to participate in the design of this plan.

3. Runoff: The Draft does not mention the impact of liquid pollutants from airport operations into the harbor and wetlands. If the Centerfield Taxiway were built as proposed it is likely that there would be additional liquid pollutants from increased airport operations. Data must be collected and summarized by affected areas and communities showing the various types of liquid pollutants that run into the harbor and wetlands along with a plan to support meaningful reduction of liquid pollutants found to be harmful.

Sincerely,



Joseph G. Pike  
25 Washington Ave.  
Winthrop, MA 02152  
617 846 7317

pc:

Robert A. DeLeo, Representative  
Massachusetts State House Room 20  
Boston, MA 02133

Robert E. Travaglini, Senate President  
Massachusetts State House Room 332  
Boston, MA 02133-1053

Edward Markey, U.S. Congressman  
5 High St.  
Medford, MA 02155

Edward M. Kennedy, U.S. Senator  
JFK Federal Building Room 2400  
Boston, MA 02203

Richard D. Gill, Town Councilor  
291 Winthrop St.  
Winthrop, MA 02152

John F. Kerry, U.S. Senator  
1 Bowdoin Sq. 10<sup>th</sup> Fl.  
Boston, MA 02114