

Letter 27

Mary C. Berninger
156 Saint Andrew Road
East Boston, Massachusetts 02128
617-569-3643

July 28, 2006

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

Re: ROD pertaining to Proposed Centerfield Taxiway at Logan Airport

Dear Mr. Silva,

In keeping with my previous statements regarding the proposed centerfield taxiway at Logan International Airport, I would like to submit this letter of objection to the project's being built. Also, I would like to use this letter as a vehicle to request that you extend the public comment period to a date later this Fall, thereby affording more individuals the opportunity to submit written testimony regarding the negative impacts further development of rampside projects would have on the communities most contiguous to Logan's boundaries. A two mile addition to Logan's infrastructure is too great of a safety issue to my neighborhood not to be given the utmost scrutiny by all interested parties.

My reasons for objecting to this project have been many and, after reading the report prepared by Harris Miller Miller & Hanson Inc. (HMMH,) those reasons still stand the test of time. The FAA held too few meetings with representatives from East Boston and Winthrop to answer adequately the concerns that residents have about further development at Logan Airport. Those concerns focus on public safety and public health issues and those same concerns have been met with what amounts to a cursory examination of future impacts to our neighborhoods. A more comprehensive public process must occur before a final decision is rendered.

The HMMH report (May, 2006) continually asserts that flights delays were a major concern to the FAA and to Massport. Why is it that neighborhood concerns always are made to take a backseat to the expediency of the traveling public? It's my opinion that the safety of the neighbors (regarding air quality, particulate matter, and noise impacts) should begin to take an equal footing with the on-time status of flights.

The report in question also raised the possibility of pilots' becoming "confused" if limits were placed on the use of November taxiway. I think the technical expertise and intelligence of most pilots would dictate their being able to adjust to taxiway restrictions. The FAA may have a lofty goal of achieving uniformity of airport operations around the country, but each and every airport presents different geographical complications, e.g., Logan's being so close to East Boston and to Winthrop. In the interest of the safety and health of Logan's neighbors, I respectfully suggest that pilots be directed to adhere to each airport's operational requirements, which need to

JUL 31 2006

be designed with true recognition of the concerns of neighboring communities. The FAA and Massport should be mandated to teach the pilots and the air traffic controllers the uniqueness of this situation and not ask the neighbors, once again, to absorb more impacts due to the refusal of the agencies to adjust to the close proximity of communities.

Additionally, property owners in East Boston and in Winthrop have just cause to be concerned about what further development at Logan Airport will do to real estate values in our communities. The centerfield taxiway, if built, will be so close to the Bayswater Street neighborhood of East Boston (where I reside) and to the Court Road section of Winthrop that the quality of life will be diminished further by airport impacts. The cumulative effects of more capacity at Logan Airport will continue to erode the value placed on homes and businesses in our neighborhoods, and I sincerely believe that the centerfield taxiway project is being driven by a need for Logan and the FAA to plan for future capacity concerns of the airport. Please do not ask East Boston and Winthrop to sacrifice more so that increased capacity becomes a reality for the airport.

Finally, and most importantly, the incidences of asthma cases in East Boston and in Winthrop have received much media attention in recent years. As the mother of two children who are asthmatics, I blame the health woes of children and adults who suffer from the disease on government entities with oversight responsibility of the aviation industry. Pressure needs to be exerted upon the aviation industry to police itself and to mandate that cleaner air standards be adopted by that same industry. The HMMH report (page 16) claims that the emissions on Taxiway November are a "small percentage of the overall total at the airport." Residents of the northern end of the airport are right to assert that even a small amount of emissions is doing harm to the health of individuals in the area. Building the centerfield taxiway will only create another environment where the physical suffering by asthmatics will increase exponentially over time. I urge the FAA to reject this proposal.

Sincerely,



Mary C. Berninger

cc: Senator Edward Kennedy
Senator John Kerry
Congressman Michael Capuano
State Senator Robert Travaglini
State Representative Anthony Petruccelli
Mayor Thomas Menino
Boston City Councilor Salvatore LaMattina

Letter 28



rh118@comcast.net
07/29/2006 06:18 PM

To John Silva/ANE/FAA@FAA
cc
bcc

Subject Comment Letter regarding Taxiway Reevaluation.

Mr. Silva:

Attached is my comment letter regarding the Taxiway Reevaluation.

Respectfully Submitted,



Ron Hardaway CENTERFIELD TAXIWAY.doc

July 28, 2006

Mr. John Silva
FEDERAL AVIATION ADMINISTRATION
New England Region
12 New England Executive Park
Burlington, MA 01803

Dear "Interested Party": (Since this is the way I receive letters from the FAA.)

This letter will comment on the FAA's approved ENVIRONMENTAL IMPACT STATEMENT dated August 2002 associated with the AIRSIDE IMPROVEMENTS PLANNING PROJECT including the CENTERFIELD TAXIWAY at Logan Airport.

It was a pleasure to meet many of the tower organization and your numerous support consultants, so we could put a face to our Logan machine neighbor. Your Gail Lattrell has tried her best to coordinate in your behalf through this complex evaluation process.

This correspondence is for the purpose of formally placing my name in opposition to the construction of the CENTERFIELD TAXIWAY. As one of the six members of the committee from East Boston and Winthrop, we have spent countless days of our private time in planning and attempting to make our concerns understood at the FAA and MASSPORT. Your people had to be unconscious, not to understand our concerns for public safety, everyone's health and quality of life. More than once, your representatives would say they understood our positions, but there was nothing they could do.

When we were first meeting with Phase I regarding Taxiway November, it was the FAA *telling us* everything. I will do us both a favor and not trot out the list of recommendations that your staff already has, that we had suggested to help the FAA meet their mission, while attempting to ease the community's concerns and misery. However, please remember your answer pattern to all our suggestions: 1. "That is a MASSPORT jurisdiction; not FAA..." 2. "That would be difficult to explain to the pilots and airlines..." And the most used phrase, 3. "That would be cost prohibitive..."

When we finally got to Phase II regarding the Centerfield Taxiway, it was the same responses with even less deductive reasoning from the FAA. Add over twice the ground traffic but this would not increase noise or air pollution levels (?). Add 22 taxiway intersections but this would not increase the numbers of horrible incursions (?). Wrong! Please reconsider your plans. This could make the BIG DIG look like a church social.

Most Sincerely,

Ronald H. Hardaway
118 Bayswater St., E/B 02128 (End of 22R) former USAF/SAC; former AT&T -
Government Communications, Sales Representative, Washington, D.C. serving the FAA.

July 31, 2006

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

Dear John,

First let me introduce myself. I am a retired Senior Vice President of Operations and worked for a laser systems company. GSI Group is an international publicly held company with over 2,500 employees. One of our large customers is Boeing Aircraft. I wrote this to give you an idea of my background. My wife and I live at 172 Bayswater Street, between runways 22L and 22R. I have lived here for 26 years and find the air and noise pollution have gradually gotten worse.

Now, to make conditions even worse you are proposing a Centerfield Taxiway that will add more fumes and noise to the adjacent neighborhood. There is no doubt that it may improve the efficiency of the airport. What about the added air pollution and noise created by idling jet engines and its effect on our neighborhood? I sounds to me that we will have more idling planes during busy times. The jet exhaust fumes are overwhelming at times.

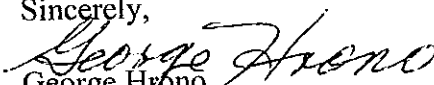
I wonder if the decision makers have ever spent time in the adjacent neighborhood to see, hear and smell the effect of idling and takeoff of jets in our community. If they had they would oppose adding the Centerfield Taxiway. If they have spent a good amount of time in the community and they support the added runway then they just don't care about the people in the neighborhood.

I suggest before you decide to install the Centerfield Taxiway you get all of the decision makers to spend time on Bayswater Street during the airports busy times (when runways 22L and 22R are in operation) and have your dinner here. I am not talking about getting on and off a plane. Come into the neighborhood and see what I am talking about. It will be an experience you will never forget and you may rethink the Centerfield Taxiway.

In my opinion, if you proceed with the Centerfield Taxiway, it would be a total disregard for the people in our neighborhood. The Big Dig fiasco is an embarrassment to Boston. Please don't set yourselves up for another embarrassment with a Centerfield Taxiway. The air pollution caused by the jet engine fumes may become so obnoxious and dangerous that the environmental agencies may shut the Centerfield Taxiway down. Dear People, get out of your offices and meetings and go see what your decisions are affecting. Look, listen, learn and think before you act.

CC: Senator Ted Kennedy, Governor Mitt Romney, Mayor Thomas Mennino

Sincerely,


George Hrono

AUG 01 2006

George Hrono
172 Bayswater St
East Boston, MA 02128-1247

BOSTON MA 021

31 JUN 2005 PM 14 1



Centerfield
Re: Sepinway!

Please read!

Mrs John Silver
Federal Aviation Administration
New England Region
12 New England Park
Burlington, MA 01803
01803-6213 0002

Letter 30

238 Wachusett Street
Jamaica Plain MA 02130-4271
8 August 2006

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

Re: Environmental Impact Statement for the Airside Improvements Planning Project
At Boston-Logan International Airport (EIS)
Draft Written Reevaluation

Dear Mr. Silva:

Thank you for providing the above-referenced document.

Our concern is that our Jamaica Plain neighborhood and other related neighborhoods—which are already bearing far too much frequent, low-flying, noisy, polluting air traffic for hours and even days at a time, at all hours of day and night—are once again being asked, unfairly, to bear far too much air traffic.

Sincerely,

Mr. & Mrs. Joseph Nucci

Mr. and Mrs. Joseph Nucci

AUG 08 2006

Letter 31

(2)

my white bird baths out as there
 is black grease like substance in them.
 I often clean my yellow front door
 mail box and window ledges that
 also accumulate a black grease like
 substance. I attribute that to the
 planes flying over our area!
 and I object to any more pollution
 the airport could contribute!

Brenda Kay Curry

Brenda Curry
 291 River Rd
 Wrentham, MA 02152

BOSTON MA 021

15 AUG 2006 PM 18 T



Ms. Amy Corbett
 Regional Administrator

August 14, 2006 (1)

Dear Ms. Corbett,

I have been a resident of Wrentham, MA. for the last 35 years and firmly object to the expansion and increased use of Centerfield Taxiway at Logan Airport. I consider it a serious threat to my health, my husband's health and all my children + neighbors health. I have recently been diagnosed with asthma and I attribute it to the pollution from the airplanes at Logan. Every other day I need to clean

August 14, 2006

Letter 32

Mr. John Silva
C/O Federal Aviation Administration
New England Region
12 New England Executive Park
Burlington, Ma. 01803

Re: Centerfield Taxiway

I am writing to you as a concerned resident of the Town of Winthrop. I am frightened of what may happen to my family, my neighbors and me, if the FAA builds the Centerfield Taxiway in Logan International Airport.

For many years we have suffered from the noise and increased air pollution caused by Logan Airport operations. Now, we are faced with significantly more pollution with the planned construction of the Centerfield Taxiway.

Your own study states that nothing can be done to prevent more suffering to the residents of our Town of Winthrop. This finding or conclusion is unacceptable. Your own study has refused to accept any of our 16 proposals from our Town Representative to your Committee. The failure of your study to satisfactorily address our concerns has left me with the impression that the F.A.A. is more concerned with the comfort and convenience of the airlines and the Logan Tower Air Traffic Controller than with the *18,000* human lives of the residents of Winthrop. Moreover, we all know this increased air pollution will impact other coastal marine communities and will blow into the greater Boston area neighborhoods.

If you have any feeling for our quality of life, the F.A.A. must not build the Centerfield Taxiway, or, at the very least, must postpone the design and construction of the Centerfield Taxiway indefinitely until the F.A.A. completes a thorough study which includes practical recommendations on how to relieve the pollution from the runway. Failure to do so will be an act of cruel and abusive treatment to me and my friends and neighbors in the Town of Winthrop.

The current FAA deadline of **Monday, August 21, 2006** is quickly approaching and we are asking for your immediate attention to a matter that adversely affects the health and quality of life of Massachusetts residents for generations.

Respectfully submitted,

CC: Senator Edward Kennedy
Lt. Governor Kerry Healy
Massachusetts Senator Robert E. Travaglini
Massachusetts Speaker of the House, Salvatore Di Masi
Senator John F. Kerry
Congressman Edward J. Markey
Congressman Michael Capauano
Massachusetts Chairman of House Ways and Means Committee, Robert A. De Leo
Ms. La Verne F. Reid, Manager, Airport Division, F.A.A.
Mr. Thomas Kinton, Executive Director, Massport
Governor Mitt Romney

Rahata J. Horn
 65 St Andrew Rd
 East Boston, MA, 02128
 August 18, 2004

Mr. John Silva
 T.A.A.
 New England Region
 12 New England Exec. Park
 Burlington, MA 01803

I am writing to oppose the building of the Center Field Taxiway at Logan Airport. It is already a parking lot. If there was not so much danger noise and soot, it would be a puppet comedy.

Planes drive around and park for a few minutes to 40+ minutes, planes flying over them!

This entire area's quality of life will be destroyed. I have lived on this street for almost 70 years and I have seen the bully control of Massport. You, Massport I believe will use any tactics to win!

I believe your studies are bogus!! I was part of the soot study. They never checked my container, never took it - but reported in their report my soot came from the tunnels. When I told this at meetings. Ha Ha it was a big joke.

I of this Centerfield Taxiway - it is a crash waiting to happen - no pilot error. Don't blame him - he's

Hopefully you will realize this will be a bad if not a disastrous outcome. People will be filming the near misses. Take the High Road for the safety of everyone. Sincerely,

Letter 34



"John Cramer"
<leelee15@rcn.com>
08/17/2006 04:04 PM

To John Silva/ANE/FAA@FAA
cc
bcc
Subject Logan centerfield taxiway

Dear Mr. Silva :

I have just received word that the " grace period " for discussion of the proposed centerfield taxiway at Logan Airport has been extended to Sept. 22nd . As a resident of Winthrop , I would like to thank you for that consideration .

As I ponder this proposed taxiway , I am trying to restrain my skepticism and cynicism : our disadvantage in Winthrop is that we are NOT residents of Lincoln , Concord , Sudbury , et. al.

Sincerely ,

John Cramer

Letter 35

John Silva, Manager, Environmental Programs
New England Region Airports Division
Federal Aviation Administration
12 New England Executive Park
Burlington Massachusetts 01803

August 22, 2006

RE: Centerfield Taxiway proposal, Logan Intl' Airport

Dear Mr. Silva,

As a director of Piers Project Advisory Board(Piers Pac), I have had opportunity to interact with you on previous occasions, and, with due respect, I have found you markedly biased in favor of Massport proposals to optimize capacities at Logan International Airport. Nonetheless, you are singularly equipped to make a fair evaluation of this proposal, and I trust that you will do so.

As a resident of East Boston for 36 years, I find the present proposal for a 9300 foot aircraft taxi and takeoff facility at Logan completely inconsiderate of the communities such as East Boston, Chelsea, and Winthrop in which airport impacts are most severe. You are a New Hampshire resident, and as such you do not value the actual and potential value of East Boston as a home community to 40,000 of us who proudly call our island home. There is no question that the continued expansion of air traffic at Logan significantly diminishes the quality of life for our community. Many of us are new arrivals to America, whose overriding concern is to earn a decent living for their families. These residents do not have the opportunity to learn about Logan impacts except through empirical processes, which, by definition, do not afford the opportunity to act in timely fashion.

Still, the diminution in quality of life caused by Logan traffic expansion, is real and, in consideration of the relative lack of financial resources possessed by our communities, palpably unjust. Air traffic expansion in Massport-owned areas such as Lincoln-Concord is precluded only by the financial and political muscle wielded by these communities relative to ours. Both fairness and practicality would dictate that air traffic expansion take place where the USERS are, instead of in a relatively poor population of a windswept island in Boston Harbor

SEP 13 2006

In addition to the persistent financial hardship of our communities, we are disproportionately elderly, which makes the impacts of Logan traffic expansion harder for our residents to bear.

I have been active in our communities for almost 20 years, and my observation is that alternatives to relentless Logan traffic expansion are NEVER

considered on their actual environmental merits, but on purely political evaluations. Thus, capacities at Logan are constantly increased, without regard to realistic evaluation of environmental justice or, even, future needs. The fact is that actual air traffic at Logan has failed to fulfill even scaled-down estimates produced in the 1990's when these expansion proposals were first put forward by Massport.

Massport consistently asserts arguments for Logan expansion that disregard the central feature of these '90's studies, I.E. that expansion at Logan should be offset by the development and enhancement of Regional Reliever Airports

Without realistic consideration of such reliever systems, any proposal for Centerfield Taxiways, must be deemed ill-considered, and NOT in the best interest of either the travelling public or the impacted communities.

Thank you, Mr. Silva, for your consideration of these both heartfelt and, I hope, reasonable comments opposed to the permitting of Massport's Centerfield Taxiway proposal.

Sincerely,

Robert F. Strelitz
One Brigham Street
East Boston MA 02128
617.569.0407

August 25, 2006

Letter 36

Mr. John Silva
C/O Federal Aviation Administration
New England Region
12 New England Executive Park
Burlington, Ma. 01803

Re: Centerfield Taxiway

9-18-06

I am writing to you as a concerned resident of the Town of Winthrop. I am frightened of what may happen to my family, my neighbors and me, if the FAA builds the Centerfield Taxiway in Logan International Airport.

For many years we have suffered from the noise and increased air pollution caused by Logan Airport operations. Now, we are faced with significantly more pollution with the planned construction of the Centerfield Taxiway.

Your own study states that nothing can be done to prevent more suffering to the residents of our Town of Winthrop. This finding or conclusion is unacceptable. Your own study has refused to accept any of our 16 proposals from our Town to your Committee. The failure of your study to satisfactorily address our concerns has left me with the impression that the F.A.A. is more concerned with the comfort and convenience of the airlines and the Logan Tower Air Traffic Controller than with the 18,000 human lives of the residents of Winthrop. Moreover, we all know this increased air pollution will impact other coastal marine communities and will blow into the greater Boston area neighborhoods. *The Centerfield Taxiway (with building) will be 1,000 feet closer to the residents of Winthrop → noise, pollution, desecrate development!*

If you have any feeling for our quality of life, the F.A.A. must not build the Centerfield Taxiway, or, at the very least, must postpone the design and construction of the Centerfield Taxiway indefinitely until the F.A.A. completes a thorough study which includes practical recommendations on how to relieve the pollution from the runway. Failure to do so will be an act of cruel and abusive treatment to me and my friends and neighbors in the Town of Winthrop.

The current FAA deadline of September 22nd is quickly approaching and we are asking for your immediate attention to a matter that adversely affects the health and quality of life of Massachusetts residents for generations.

Respectfully submitted,

Judith Asilek and John A. Asilek
23 Buchanan St.
Winthrop MA 02152

CC: Senator Edward Kennedy
Lt. Governor Kerry Healy
Massachusetts. Senator Robert E. Travaglini
Massachusetts Speaker of the House, Salvatore Di Masi
Senator John F. Kerry
Congressman Edward J. Markey
Congressman Michael Capuano
Massachusetts Chairman of House Ways and Means Committee, Robert A. De Leo
Ms. La Verne F. Reid, Manager, Airport Division, F.A.A.
Mr. Thomas Kinton, Executive Director, Massport
Governor Mitt Romney

SEP 3 2006

August 25, 2006

Letter 37

Mr. John Silva
C/O Federal Aviation Administration
New England Region
12 New England Executive Park
Burlington, Ma. 01803

Re: Centerfield Taxiway

I am writing to you as a concerned resident of the Town of Winthrop. I am frightened of what may happen to my family, my neighbors and me, if the FAA builds the Centerfield Taxiway in Logan International Airport.

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Respectfully submitted,

CC: Senator Edward Kennedy
Lt. Governor Kerry Healy
Massachusetts Senator Robert E. Travaglini
Massachusetts Speaker of the House, Salvatore Di Masi
Senator John F. Kerry
Congressman Edward J. Markey
Congressman Michael Capuano
Massachusetts Chairman of House Ways and Means Committee, Robert A. De Leo
Ms. La Verne F. Reid, Manager, Airport Division, F.A.A.
Mr. Thomas Kinton, Executive Director, Massport
Governor Mitt Romney

9/2/06

TO MR. JOHN SILVA
MANAGER OF
ENVIRONMENTAL
PROGRAMS

Letter 38

MR. JOHN SILVA
MANAGER ENVIRONMENTAL PROGRAMS
F.A.A.
12 NEWENGLAND EXECUTIVE PARK
BURLINGTON, MA 01803

DEAR SIR,

I AM A CITIZEN OF
THE TOWN OF WINTHROP MA.
I'M WRITING THIS NOTE
TO SAY THAT I AM -
OPPOSED TO THE
CENTERFIELD TAXIWAY
PROPOSAL AT LOGAN AIRPORT.

RESPECTFULLY,
Stephen F. Nichols

SEP 03 2006

Letter 39

Patricia C. Bosco
5 Woodside Park
Winthrop, MA 02152

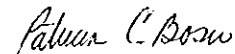
Mr. John Silva
Manager, Environmental Programs
FAA New England Region
12 New England Executive Park
Burlington, MA 01803

September 5, 2006

Dear Mr. Silva,

Please be advised that as Winthrop residents, my family and I are vehemently **opposed** to the proposed expansion for the Centerfield Taxiway. We strongly believe it will increase ground noise, air pollution and odors from the airplane tires and exhaust of diesel fuel. This will serve to increase related respiratory health problems as well as decrease property value. We already have to endure these conditions, but an expanded taxiway will just compound the existing problems.

Sincerely,



Patricia C. Bosco

SEP 03 2006