

Letter 40

Ralph J. Bosco
5 Woodside Park
Winthrop, MA 02152

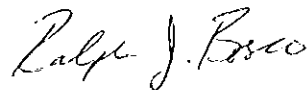
Mr. John Silva
Manager, Environmental Programs
FAA New England Region
12 New England Executive Park
Burlington, MA 01803

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,



Ralph J. Bosco

SEP 05 2006

Letter 41

Cheryl DeMarco
36 Beacon Street
Winthrop, MA 02152

Ms. Amy Corbett
Regional Administrator
FAA New England Region
12 New England Executive Park
Burlington, MA 01803

September 5, 2006

Dear Ms. Corbett

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,



Cheryl DeMarco

Letter 42



"Pauline Rodrigues"
<ropa1@msn.com>
09/05/2006 05:33 PM

To John Silva/ANE/FAA@FAA
cc
bcc
Subject Centerfield taxiway

Please be informed, I am against the centerfield taxiway at Logan International Airport.

Thank You,

Romeo Rodrigues

Windows Live Spaces is here! It's easy to create your own personal Web site.
<http://spaces.live.com/signup.aspx>

Letter 43



"Ivan Blecher"
<iblecher@gilmac.com>
09/06/2006 09:03 AM

To John Silva/ANE/FAA@FAA
cc
bcc

Subject "centerfield taxiway at logan international airport"

DEAR MR. SILVA,

I AM IN RECEIPT OF YOUR POSTCARD INDICATING THE "COMMENT" PERIOD FOR THE PROPOSED CENTERFIELD TAXIWAY AT LOGAN INTERNATIONAL AIRPORT.

I RESIDE AT 1025 WINTHROP AVE. IN REVERE, MASS. AND MY WIFE AND I ARE ADAMANTLY OPPOSED TO THIS TAXIWAY. THE NOISE LEVELS ARE PREPOSTEROUS AT THIS POINT AND IF YOU READ THE REVERE JOURNAL (TWO WEEKS AGO), THESE NOISE LEVELS IN THE NEXT 10 YEARS WOULD BE FIVE TIMES WHAT THEY ARE NOW. THE REPORTS FROM MASSPORT ARE INCORRECT AND MISLEADING AS THEY REPORTED THAT NOISE LEVELS IN REVERE AND E. BOSTON WOULD ACTUALLY GO DOWN. AS YOU PROBABLY ARE AWARE, THIS IS NOT THE FIRST TIME MASSPORT HAS MISLEAD THE PUBLIC.

THEREFORE, I WOULD LIKE TO GO ON RECORD OF VOICING THIS OPPOSITION.

THANK YOU VERY MUCH.

IVAN & NANCY BLECHER

Letter 44

September 6, 2006

Mr. John Silva, Manager of Environmental Programs
New England Region Airports Division
Federal Aviation Administration
12 New England Executive Park
Burlington, MA 01803

Dear Mr. Silva:

Re: Logan Airport Centerfield Taxiway Project

The purpose of this letter is to voice my opposition to the Centerfield Taxiway Project at Logan International Airport.

The noise, as well as the fumes of the aircraft now flying over Winthrop is bothersome. I feel with this new taxiway, the situation would worsen and the noise and pollution is too much for a town as small as Winthrop to handle.

I urge you to reconsider your position on this matter.

I appreciate your consideration of my letter.

Very truly yours,



Carol Burns
342 Main Street
Winthrop, MA 02152-1636

Letter 45

Dear Mr. Silva,

I have lived in East Boston for 57 years. I have watched the expansion of Logan Airport. I have enjoyed most of the improvements. The Airport has taken over the town. The air pollution is horrendous. The volume must be lessened. The way the airport is functioning is in total disregard for humanity. The Airport has become a devastating monster. Please don't laugh at the dramatic way I am explaining how I see the Airport.

The time has come for us as men to be responsible for the quality of life of others. Money is not everything. The people of East Boston feel frustrated. Logan Airport does what ever it wants with no regard for our health.

What will be your legacy?

Hero or Villain?

Solution is lessen flights by rerouting some traffic.

When will humanity come before profit?

You can be a true HERO.

Sincerely,

Renato D'Amico

PS. Please stop the center runway.

SEP 20 2006

RENATO V. D' AMICO
154 St Andrew Rd
East Boston, MA 02128

BOSTON MA 021

19 SEP 2006 PM 16 T



MR JOHN SILVA
C/O FEDERAL AVIATION ADMINISTRATION
NEW ENGLAND REGION
12 NEW ENGLAND EXECUTIVE PARK
BURLINGTON, MA 01803

01803+5213 0032



Letter 46



Tom
<woodeewood@yahoo.com>
09/20/2006 12:08 PM

To John Silva/ANE/FAA@FAA
cc
bcc
Subject Logan Centerfield Taxiway - BOOOOOO

Please see the attached comments on Logan Centerfield Taxiway.

How low will we go? Check out Yahoo! Messenger's low PC-to-Phone call rates.



LoganCFTW-MyComment092006.doc

Sept. 20, 2006
118 Grandview Ave.
Winthrop, MA 02152

Mr. John Silva
Airports Division
Federal Aviation Administration
New England Region
Burlington, MA 01803
Email john.silva@faa.gov

Dear Sir:

This email is intended as my commentary on the planned project known as a "Centerfield Taxiway" at Logan International Airport at Boston, Massachusetts. The Federal Aviation Administration treated the final public phase of this project as if it were a matter of national security sensitivity instead of planning a construction job for aircraft ground operations that will have a major impact on the health, quality of life and property values of thousands of residents of communities abutting Logan Airport.

This project is **not** a national security matter and the FAA should allow a full blown participation by various segments of the concerned publics in these deliberations. The FAA's own stated mission in the Draft Written Reevaluation of Environmental Impact Statement, "Airside Improvements Planning Project Centerfield Taxiway, Logan International Airport, Boston, Massachusetts" dated June 30, 2006 says that a six member committee of public representatives, three each from East Boston and Winthrop, Massachusetts, was part of the FAA's evaluation process of the original Environmental Impact Statement of 2002. The FAA banned from attendance at the three hearings its staff and consultant had with this six-member committee any interested and knowledgeable observers of various other segments of the Logan Airport Airside Improvements program. Such participants likely could have added worthwhile commentary as well as have learned significant factors that might affect their own projects such as an aircraft noise study just about to begin.

Further, the FAA - on page 5 of its June 30, 2006 Draft Written Evaluation signed by someone with handwriting disabilities for LaVerne F. Reid, manager, (FAA) Airports Division, stated that the six-member public representatives committee would be given a copy of the Draft Written Evaluation. It did NOT say the citizens committee had a role in writing this report, although participation in the process was specifically spelled out. Members of this citizens committee subsequently have firmly critiqued the FAA's running of the three or so meetings referred to in the Draft Written Evaluation as being deficient in participation by committee members, in minutes intended to form a record of proceedings and in intent to apparently not enlarge on the original EIS. In other words, FAA staff and consultants treated this process as just another work day with no serious need to reconsider what

FAA staff and consultants had done to form the original EIS four years earlier.

The Draft Written Evaluation on page 5 refers to several methods of distributing that draft statement to the public and the Environmental Protection Agency. It also says that "The FAA will invite public comment for a thirty-day period." At the behest of several Massachusetts members of Congress and the U.S. Senate, the FAA extended that 30-day period for a second 30 days. Unfortunately, it was only with some difficulty that addresses to which comments would be addressed were procured.

The FAA's treatment of the public in this entire proceeding leads one to conclude that FAA New England Division staff want virtually no negativity to mar the 2002 EIS four years later. This, despite the fact that some within FAA saw the Centerfield Taxiway project as being of such important that it was split off from the larger Airside Improvements program that has cost the Massachusetts Port Authority billions of dollars and put through at least a sham re-evaluation of its EIS. Of 16 mitigation and alternatives suggestions put forth by the six community representatives, all but one were dismissed out of hand by the FAA and its consultants. And that one was dumped after a brief examination of what the FAA staff decided was its lack of merit.

The Massachusetts Port Authority took this CFTW approval process seriously enough that its new executive director, Thomas Kinton, appeared at public hearings within the extended public comment phase in East Boston and Winthrop. FAA officials drew the ire of residents of both communities with their highhanded decision that presence was not necessary. Such an FAA presence might actually gum up the works of the EIS being rammed through because members of a public audience might interpret what they said (probably correctly), an FAA lawyer told sponsors of the Boston City Council hearing in East Boston on Sept. 6. Again, the FAA putting a "sensitive information" stamp on the public record of this CFTW approval process.

There is within the Draft Written Evaluation conclusionary materiel that merely rubberstamps information on both noise and aircraft emissions included in the 2002 EIS. Despite emerging concern for threats to public health from miniscule particulate matter as well as pollutants of longer note and aircraft engine noise levels that violate U.S. Environmental Protection Agency standards for acceptable decibel levels as aircraft idle on the proposed taxiway, the FAA has virtually ignored these new worries. A measurement system using annualized data rather than data from shorter timeframes dilutes the impact from such factors as varying degrees of aircraft numbers on given days, ambient temperatures and air moisture and other scenarios that influence the impact of various pollutants on communities nearby to Logan's northern end.

This Centerfield Taxiway is allegedly needed for both aircraft safety and to reduce aircraft delays at Logan. Yet, planes will continue to

crisscross runways as they proceed from gates to takeoff positions, and from landing runways to terminal gates. Mention was made at the two public meetings that Massport believes the CFTW will cut down on aircraft "incursions", a phenomenon that seems to have increased at Logan Airport as the number of daily aircraft operations has significantly decreased since September, 2001. One can only wonder whether it would not be more in the flying public's interest for the FAA and Massport to spend a few million bucks on flightline traffic signals and aircraft ground operations controllers rather than this huge strip of macadame. Further, a computerized flightline operations model shown by Massport at both the East Boston and Winthrop public sessions on Sept. 6 and 18, 2006 respectively left a decided impression that the November taxiway will continue to be the taxiway of FAA choice, while the Centerfield Taxiway serves a secondary role - both these scenarios due to the FAA's preference for using a single runway for takeoffs. This ATC preference is likely also the excuse the FAA and Massport have for the severe underutilization of Runway 15-33, the longest runway at Logan Airport.

One can only conclude that Massport and the FAA are pushing construction of a multimillion dollar Centerfield Taxiway for such nefarious purposes as expectations of hourly aircraft operations standards that sharply exceed the now legendary 120 per hour maximum. Mr. Kinton of Massport hinted at such during the East Boston public hearing when he replied to an audience member that technological improvements in aircraft navigation gear may allow the 120/hour standard to be increased.

All these factors can lead only to one conclusion, that the Centerfield Taxiway is an overly expensive construction that might be worthwhile at a more modern airport with significantly larger acreage. Unfortunately, building of the CFTW will only provide facilities which Logan does not have the size to make efficient use of. Asking Logan neighbors to sacrifice their health and quality of life for such an unwise public project is nothing more than a waste and a travesty.

Sincerely,

Thomas A. McNiff, Jr.
Secretary

Town of Winthrop Noise, Air Pollution & Airport Hazards Committee

Letter 47



"Richard D. Gill"
<rd.gill@comcast.net>
09/21/2006 08:40 PM

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

Dear Mr. Silva:

Attached please find a letter re. the proposed Centerfield Taxiway at Logan International Airport. Many thanks.

Richard D. Gill

Richard D. Gill
291 Winthrop St.
Winthrop, MA 02152
617.846.5178
rd.gill@comcast.net



TaxiwayLet.doc

291 Winthrop Street
Winthrop, MA 02152
September 29, 2006

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

Re: Centerfield Taxiway

Dear Mr. Silva:

I am writing to you as a concerned resident of the Town of Winthrop to express my opposition to the proposed Centerfield Taxiway at Logan International Airport.

For many years Winthrop has experienced the adverse effects of noise and air pollution caused by Logan Airport operations. Now, we are faced with the potential for significantly more pollution with the planned construction of the Centerfield Taxiway.

Further studies are necessary before construction of this new taxiway is considered. The technology is in place to test the levels of toxicity that we in Winthrop will experience with this expansion of Logan's facilities. I ask that you take the time to do due diligence in regard to this all-important matter.

I trust in the good will of you at FAA and of the folks at Massport that you will not put the convenience of the flying public ahead of the health and safety of Logan's neighbors. You might counter that this is more than a matter of convenience, that it is a matter of safety. I would concur, but would ask that my safety and the safety of my family and fellow citizens of Winthrop be considered as well.

Your consideration of my thoughts on this most urgent matter is greatly appreciated.

Sincerely,

Richard D. Gill

ENGEL & SCHULTZ, LLP

Attorneys at Law

Letter 48

125 High Street, Suite 2601
Boston, MA 02110-2704

Peter L. Koff
Of Counsel

Phone: (617) 951-9980
Facsimile: (617) 951-0048
E-Mail: pkoff@comcast.net

September 21, 2006

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

Re; Draft Written Reevaluation
Centerfield Taxiway, Boston-Logan International Airport

Dear Mr. Silva:

I represent the following three residents of East Boston: Ronald Hardaway, 118 Bayswater Street, East Boston (who is a member of the Orient Heights Neighborhood Council (“OHNC”) and was a participant in the FAA’s Taxiway Study); Thomas S. Bruno, 21 Annovoy Street, East Boston (who is the president of OHNC); and Gail Miller, 232 Orient Ave., East Boston (who is a member of OHNC). This letter provides comments on the Draft Written Reevaluation (“DWE”) regarding the Centerfield Taxiway portion of the Environmental Impact Statement for the Airside Improvements Planning Project at Boston-Logan International Airport.

My clients are among many other residents of East Boston (including the Orient Heights and Bayswater residential neighborhoods which are closest to the proposed Centerfield Taxiway and the existing November Taxiway) and residents of Winthrop (including the Court Road neighborhood which is closest to proposed Centerfield Taxiway and the existing November Taxiway) who do not agree with the conclusions of your DWE. More specifically, we do not agree that the FAA properly carried out – in letter or in spirit – the “additional evaluation of taxiway operations in the northern portion of the airfield” that was committed to in the FAA’s August 2, 2002 Record of Decision (“ROD”). Given the many deficiencies which we note below, it would be impossible to provide – in the limited time allowed by the FAA – anything other than a cursory critique of the conclusions drawn by the FAA. Had the FAA allowed meaningful participation in its review process during the four years which have elapsed since the ROD was issued, then the public would have had an adequate opportunity to provide more

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Mr. John Silva
Federal Aviation Administration
September 21, 2006
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substantive comments about the technical deficiencies of the FAA's review.¹

In any event, and at this time, the following are among the many very serious inadequacies of the FAA's DWE, the accompanying report, and the FAA review process, all of which render the DWE's conclusions to be arbitrary, unsupportable, and inconsistent with the FAA's legal obligations.

- 1 From the very outset of its review process, the FAA failed to carry out the commitments made in the ROD to make a serious reevaluation of the Centerfield Taxiway and November Taxiway's operations and impacts. The process was seriously flawed from the beginning when the FAA, over community objections, did not develop and carry out a process to "meet with representatives from neighborhoods surrounding the north end of the airport to better understand their concerns, solicit potential actions to address their concerns, and discuss operational difficulties in meeting current policy." Instead, the FAA cut the public out from the process (a) by having the Mayor of Boston and the Town of Winthrop each appoint only three members to the Taxiway Study, rather than having the neighborhoods decide on their own – through community representatives and established neighborhood and community groups which had participated in the Airside Improvements Planning Project's environmental review process – how best to participate in this process; and (b) by refusing repeated requests to expand the participants in the Taxiway Study and to have more frequent meetings, more accurate minutes of the meetings, and open meetings where other community residents could learn about the work of the Taxiway Study and participate in a timely and meaningful way. After all, the commitments in the ROD were to provide a meaningful further evaluation of concerns expressed by *residents* of the affected neighborhoods. The FAA's Administrator at that time, Jane Garvery, had personally met – prior to publication of the ROD – with representatives of the neighborhoods and community groups to hear their concerns about the proposed Centerfield Taxiway and operations of the existing November Taxiway; the FAA knew from this meeting, among others, and the comments it received prior to the ROD, the names of affected residents who would be interested in participating in the review process; and the FAA knew that the proposed Taxiway was very controversial and opposed by a large number of residents, so that attempting to limit the membership of the Taxiway Study to

¹For now my clients rely upon, and adopt, the suggestions and criticisms of the community representatives which are contained in Attachment G to the "Logan International Airport Additional Taxiway Evaluation Report" (May 2006), prepared for the FAA by Harris Miller Miller & Hanson Inc.

three persons from each community, appointed by political officials, would not be acceptable.²

2. In addition, the FAA improperly narrowed the scope of its review process to noise and air quality issues when the ROD explicitly stated that the FAA's further review process would evaluate community concerns including, "at least, noise, air quality, and visual impacts." Attempts by the community representatives to expand the focus of the FAA to issues such as public health impacts, safety, and other issues were rejected.
3. The FAA did not conduct adequate field monitoring, field studies, and assessments of community concerns related to noise impacts, air emissions, other impacts, appropriate mitigation, and operational and enforcement matters.
4. The FAA arbitrarily rejected all of the suggested actions and mitigation measures that could be taken which were made by community representatives to the Taxiway Study review process; and the FAA did not provide a thorough written record or even clear written statements of the reasons why these suggestions were being rejected and an opportunity for the community representatives to review (with the assistance of other community representatives and outside professionals) the FAA's conclusions. Furthermore, the FAA failed to provide the public with a reasonable opportunity to review the FAA's "Additional Taxiway Evaluation Report." In fact, the FAA made it very difficult for members of the public to obtain this complete report with appendices (posting it on an FAA website is not adequate, given its length and complexity), let alone the report without appendices which was not mailed to all persons who had participated in the prior federal and state environmental review processes.
5. The FAA did not provide reasonable opportunities for Massport, the U.S. Environmental Protection Agency, agencies of the Commonwealth of Massachusetts (including the Massachusetts Department of Environmental Protection and Department of Public Health), and local agencies (including the City of Boston Transportation Department, Environment Department, and Public

²Obviously these comments should not be misread to be a criticism of any of the individuals appointed as community residents by Mayor Thomas M. Menino and by the Town of Winthrop; in fact, these residents were very qualified to serve on the Taxiway Study and did an outstanding job. Nor should these comments be misread to express any lack of confidence in the outstanding leadership and efforts of Mayor Menino and the Town of Winthrop to protect their communities from the adverse effects of the Taxiway and Logan Airport as a whole.

Mr. John Silva
Federal Aviation Administration
September 21, 2006
Page Four

Health Commission; and Town of Winthrop agencies) to review work being done in the Taxiway Study review process.

6. The FAA's study was not done in compliance with its own "community involvement policy" (FAA-EE-90-03, August 1990), as referenced in FAA Order 5050.4B (2006) at paragraph 401. Obviously, for the reasons stated above, my clients strongly disagree with the claim in the DWE at page 3 that "[c]ommunity involvement was an important element."
7. My clients dispute the conclusions on page 4 of the DWE that for Phase 1 the study "thoroughly evaluated" each of the nineteen candidate actions pertaining to ground operations at the northern end and "that there are no appropriate taxi/queue restrictions, or other alternatives, that would provide significant environmental and/or operational benefits beyond those shown in the Final EIS."
8. My clients dispute the conclusions on page 4 of the DWE that for Phase 2 adequate noise and air quality analyses were conducted, that the environmental differences between the two alternatives are too small to provide any significant environmental benefits, that no operational actions would yield environmental benefits, and that these analyses and conclusions are consistent with those of the Final EIS for the Airside Improvements Planning Project. In fact, throughout the study community representatives criticized the FAA's use of "annualized averaging" methodology to evaluate noise impacts, when this methodology (even if officially sanctioned by the FAA) does not give, from a community resident perspective, a fair measure of how single events and nighttime noise are experienced by persons residing in neighborhoods close to the airport. Similarly, the FAA was not able to evaluate, quantitatively or qualitatively, how the noxious and distinctly unpleasant jet fuel and other odors from taxiing, take-off, and landing operations of aircraft so close to residential neighborhoods affect persons in Bayswater, Orient Heights, Court Road, and other close-in neighborhoods; and how these impacts might be lessened or mitigated.
9. My clients do not agree that the data and analysis contained in the EIS with regard to the impacts of the Centerfield Taxiway are still "adequate, accurate, current, and valid;" that the FAA has fulfilled the mitigation commitments in the ROD; and that no substantial changes have occurred since that ROD to justify supplemental documentation and further environmental analysis..

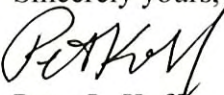
For all of the above reasons, we request that the FAA – after meeting with community representatives, as well as representatives of the City of Boston, the Town of Winthrop, and state

Mr. John Silva
Federal Aviation Administration
September 21, 2006
Page Five

and federal agencies such as EPA – do the following: (1) develop a revised scope of work and study methodology that addresses the above deficiencies and is acceptable to affected residents; (2) undertake and complete a new taxiway study which complies with the requirements of the ROD and other pertinent legal requirements; (3) provide a meaningful opportunity for the public to participate, fully and in a timely manner in the restudy, including meetings by the FAA with the public to explain the work of the study as it proceeds; (4) retain a recognized neutral to act as independent facilitator of the process; and (5) provide community representatives funding to engage their own experts to evaluate the FAA's technical work. Obviously, we ask that the FAA defer any further processing of the present DWE until the above actions have been completed.

My clients, as well as other community residents and groups, are fully prepared to participate in a fair and open process where their concerns are in fact addressed. But the type of process undertaken by the FAA to date does not meet even minimal standards for fairness, completeness, and community acceptance.

Please let me know if you have any questions.

Sincerely yours,

Peter L. Koff

cc: Ronald Hardaway, Thomas S. Bruno, Gail Miller