

Michael Huerta – Administrator
Federal Aviation Administration
1575 I St NW
Washington, DC 20005

Amy Lind Corbett, Regional Administrator
Federal Aviation Administration, New England Region
12 New England Executive Park
Burlington, MA 01803-5299

Re: RNAV Virtual Extension of Runway 33L

Dear Mr. Huerta and Ms. Corbett,

Many years ago, we bought a nice house on a dead-end street in a quiet neighborhood, more than 6 miles from Logan Airport. We love living here, for a number of reasons. But now we are considering selling and leaving, not just our house, but this neighborhood. Because it is one of the unlucky neighborhoods under the RNAV routes for Logan Airport's Runway 33L. In essence, the FAA mandated a virtual extension of Runway 33L right through specific suburban neighborhoods, including ours. **This highway in the sky would never have been approved on the ground.**

Because Runway 33L is heavily used during NW winds, I have come to dread weather predictions of nice days (which frequently coincide with NW winds here in Boston). Starting before 6 am and continuing for more than 16 hours a day, hundreds of planes are interrupting conversations, preventing sleep, and wreaking havoc with living. A Saturday example: 6:10 am, 6:12, 6:13, 6:14, 6:15, 6:16, 6:18, 6:19, 6:20, 6:23, 6:25, 6:27, 6:30, 6:32, 6:33, 6:44, 6:45, 6:47, 6:50, 6:57, 7:03 am, and so forth. So, on a Sat. before 7 am, there were more than 20 planes in less than 1 hour. These are all departures, which of course are louder than arrivals. **Planes fly over our house at approx. 4,000 feet, each plane roar and rumble peaking at more than 75 decibels.** No sooner does the noise of one plane start fading when the noise of the next plane on the Virtual Runway starts getting louder. So in essence, there isn't ever a moment without some plane noise. Unacceptable. Miserable. Unfair.

We are not asking for zero airplane noise. We share the advantages of having an international airport nearby, and we are willing to **fairly share the disadvantages**, too. Arlington and Belmont, for example, shared overflights equally with other MetroWest communities before RNAV, and **zero noise complaints** were filed in these towns in 2012. Just in **one month of April, 2015, there were hundreds of noise complaints from each community** of Arlington, Belmont, Cambridge, and Somerville. So the FAA certainly can't claim that the RNAV routes are not Highly Controversial or that there has been No Significant Noise Impact. Further, most of the benefits of RNAV can be realized without targeting the exact same neighborhoods day after day, year after year.

As you know, there are metropolitan areas all over America that have had the same horrible experience stemming from the RNAV implementation. Many citizen action groups and the *Quiet Skies Caucus* have formed to protest the resultant concentration of noise and air pollution. Here in Massachusetts, State and Local officials and Logan's Community Advisory Committee have also contacted you repeatedly to let you know about the very real and negative impact of these 33L RNAV changes, and **asked you to redistribute those flight paths fairly.**

Will the FAA continue to turn a deaf ear to the crucial issue of damaging repetitive noise caused by RNAV?

Sincerely,

Registered Voter

Arlington, MA