

Resident
Belmont, MA 02478

Belmont, April 24, 2015

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

Dear Ms. Corbett,

We have been living with highly disruptive airplane noise as a result of Runway 33L RNAV since June of 2013. By shifting the noise from being shared by many to the highly concentrated RNAV flight paths, the FAA has created winners - those who now have no or few overflights - and losers – those residents and neighborhoods that are getting burdened with all of the overflights. Early Saturdays and Sundays as well as late evening flights are particularly disruptive.

The FAA claims that they did an Environmental Assessment and that their noise models showed that there was no significant impact. Well, as a resident that is living under one of the RNAV flight paths, I can tell you that they were wrong. The impact has been very real. Loud airplane noise is now almost continuous.

There is a major problem with the way the FAA is calculating impact - it does not take into account the shifting of all of the noise from a runway's operation to four narrow flight paths that send airplanes repetitively over the same neighborhoods.

Our Town leaders and the Logan Community Advisory Committee (CAC) Representatives have been letting you know about the very real and negative impact of these 33L RNAV changes. Many residents from Belmont, MA and our neighboring communities have been filing an ever increasing number of noise complaints with Massport. It appears that the FAA has turned a deaf ear to our complaints and continues to fall back on their inadequate and flawed noise analysis.

We have been told to take up our noise issues with the Logan CAC. In January of 2015, our CAC Representatives brought forward a motion at a meeting of the Logan CAC asking that the FAA reexamine runway 33L RNAV because of the negative impact it is having on the affected communities. This motion was passed and has been communicated to the FAA.

We ask that you respect that request from the CAC and take action to reexamine Runway 33L RNAV and look for alternatives or modifications that would more fairly and equitably spread the overflights and resulting noise from 33L departures.

Thanking you,

Yours sincerely,

Signature