

Record Group TC6/1995

Massachusetts Port Authority Public Hearing Files, 1970-1986

Draft master plan hearing in Winthrop, August 20, 1973 Tape 1

00:00:00,000 --> 00:05:38,680

Edward King: ---be a bit delayed and we would appreciate it if you would take your seats and hopefully some of you who are sitting a little bit further back, if you feel so inclined, would move a bit forward. I'm going to read something that I do not prefer to do a brief, but nevertheless prepared, statement so I won't be looking at you while I'm talking, I trust that you'll excuse that. When I get through with that statement, which will briefly outline the procedure for this evening's meeting, I'll introduce the Father and gentleman at the head table, then Mr. Mooney will speak briefly outlining the past and exact status of where we stand and then the real purpose of the evening turning it over to you the interested citizens for your participation suggestions and comments. So without more I will read. Good evening ladies and gentlemen. My name is Edward J. King. The purpose of this hearing is to give interested persons an opportunity to comment on the draft master plan study for Logan International Airport prepared by the Massachusetts Port Authority. This is one of five public hearings held in different communities on weekday evenings for the commute--- convenience of the local citizens. Preliminary public hearings were held last spring in the same communities to provide inputs for the study. Completion of the public hearings, a subcommittee of the board will consider the input from these hearings and with the staff develop the final plan for board action. Following board action, a public hearing will be held in a hall in Boston to present the final master plan. The script says John Hancock Hall while that well may be I'm not positive that that will be the eventual determination. At the outset of the hearing, we will present a summary, a brief description of the draft master plan study and the staff's view of the proposed plan's social economic and environmental impact. Notice of the hearing has been published in local newspapers and notices have been mailed to various public officials. As stated in the notice copies of the draft master plan study have been available to any person at Massport 470 Atlantic Avenue and at the office of the airport manager at Logan Airport. Before the testimony begins I will describe briefly the procedures for tonight's hearing. Every person who wishes to testify will be permitted to do so. If you wish to testify, and have filled out one of the cards available in the back of the room indicating that you wish to speak, you will be called on in your turn. If you have not yet done so, raise your hand and a card will be brought to you and collected. If you have any questions for the authority you should also write them on the card. Should a question occur to you during the course of the hearing, even though you have already filled out a card, simply raise your hand and another card will be provided on which you may put your questions. Put your name and address on the card with your question. During the course of the hearing I will read questions that have been presented. Representatives of the authority will answer as many questions as they can during the hearing, others will be answered later and a copy of the answer will be mailed individually to the questioner. All questions and answers will be made part of the formal record of this hearing. If you have a written statement

present the copy to the sonographer when you come to speak and the whole of your statement will be made part of the formal record. You may, if you wish, simply summarize your written statement orally. If you have other materials such as exhibits that you wish to have included in the formal record you may submit them at any time within the next sixty days to Mr. Edward J. King executive director Massport 470 Atlantic Avenue Boston mass 02110 and they will be included in the record. Such submissions may be made by any interested person whether or not that person participates in the hearing. Each oral presentation will be limited to 10 minutes or less in order to give everyone an opportunity to present his or her views. The time people will indicate when you have two minutes left by holding up a green card and when your 10 minutes has expired by holding up a red card. Should you need additional time you may return to speak after everyone else has had 10 minutes and following the questions and answers. Those who have spoken on the same subject at any previous public hearing this week will not be recognized until all others have been heard. That's not pertinent to tonight of course. I will now introduce the members that are up here on the stage with me. First of all, a member of the authority, a member of the authorities public affairs committee, and the chairman of the authorities master plan subcommittee Father Albert J. Sallese, a Roman Catholic clergyman from assigned to the Holy Redeemer Parish in East Boston. Father Sallese. Also right next to Tom--- to Father Sallese is the Director of the Authorities Public Affairs Staff Thomas P. Callaghan, I'm sure someone with whom most of you are familiar. And third and on the right Mr. Richard E. Mooney our Director of Aviation on whom we will rely tonight for whatever technical expertise may be required. Now Father would you care to make a statement? Father Sallese.

00:05:41,840 --> 00:06:25,120

Father Sallese: Thank you the notice on this meeting reads as follows that "The Massachusetts Port Authority will convene and hold public hearings". It was and is my impression that the Massachusetts Port Authority is comprised of seven members and not one staff member. It was my impression that the members of the board would be conducting this evening's meeting and presiding. I have been informed we will not, so therefore, as a member of the board, I will therefore come down and join you in the audience. Let the staff have their say.

00:06:32,560 --> 00:07:05,040

King: Thank you Father. Now we will have Mr. Richard E. Mooney our director of aviation outline the master plan, at least the current master plan, history of Massport with particular emphasis on the master plan which we are discussing now and which has been outlined in the rather large study which has been available and I hope a good many of you have. Those of you who do not have that and have an interest may certainly obtain one by leaving your name and address with any one of us here tonight. Mr. Mooney.

00:07:11,360 --> 00:12:19,520

Richard Mooney: As some of you may recall we met with various community representatives in a series of five hearings, or informational meetings, which were held the latter part of April and

early part of May of this year. At that time we discussed with you a blue covered document entitled 'Preliminary Airport Master Plan Review'. Following these series of five meetings in each of the five primarily affected communities, we then held a series of meetings with various organizations and groups such as city council members, planning boards, and so forth. We took then the results of the meetings that were held together with the comments that had been received not only at these meetings, but the smaller meetings that were held, and consideration was given to the various recommendations and comments that were made. Now based upon this, and together with the studies that the port authority staff had made and consultants also had contributed to, the staff prepared a draft master plan study. This was produced and actually completed and available printed on July 19th of '73. Following this there was an advertisement indicating that there would be a series of six public hearings on this document that constitutes approximately 275 pages. I hope that those that did desire a copy of it did request it because they've been available now since that notice. The five meetings will be held, the sixth will not be held a notice was also published in the newspaper indicating that that meeting had been cancelled and will be held subsequently, so this will be the first of the series of five community meetings on this particular document. Now from this point on, we will then take the comments that are received which give more detail as to your thinking on our more detailed study and this will be the basis for a revised master plan study. This one it is revised will then be presented to the Massachusetts Port Authority board who will approve then going to a final public hearing. Based upon this we'll make it available again to the public. A public hearing will be held, probably approximately 30 days after that date of publication, and your comments will then be received on the final document and the final hearing. These comments will then be considered and there will be a final revision and it will be this that the port authority board will act upon and will also be acted upon by the FAA. Now there is no a formal process that the FAA goes through. They do actually approve the airport layout plan which is a physical plan of the proposed or the improvements that are contemplated that may or may not be actually implemented by the board throughout a period and into the future. Now this generally is the process that we have been going through and that we will to come up with a final master plan document. Now I'd like to take a moment to run through the series or the evolutionary process of going from the port authority's master plan, which was developed and approved in 1969, it was the latter part of 1969, was signed by the FAA in early 1970. Could we have the slides please? Now this is the plan that has been the port authority's master plan. It illustrates the various improvements that exist on the airport, the physical plan as it now exists, and the improvements that were contemplated at that time. Now if you will I'd like you to disregard for the moment the colors that are shown on there because the plan does not actually---

00:12:19,920 --> 00:12:30,920

Audience Member: [Inaudible]

Mooney: What is that please? Oh yes, please remove that.

Stage Member: There is a gentleman sitting there who has difficulty seeing. How's that?

Audience Member: Thank you.

00:12:34,800 --> 00:23:03,280

Mooney: Now this plan, actually if I can describe it briefly, the brown lines--which represent the runways and the taxiways--those are the runways and taxiways that existed in early 1970. The orange lines, also runways and taxiways, are those that were proposed as part of the ultimate future development of the landing area. Another aspect of it was the filling of various areas. These are represented by the rather faded green-looking areas. I'd like to run through those briefly would you start at the north side? That was to be an area that was the overrun area for the parallel 1533, then the two pond areas, located between the two runways--the 422 runways, then the area for the center part of the parallel runway, and then as you come up in the direction of Winthrop that is the area that was to be filled or would have been filled for the extension of 27--both the existing 27 and a future parallel 927 runway. That's the entire area which, run your arrow up and down that area for the 927 arm. Then coming down into the southern area you'll see the Bird Island Flats area; that is the section that would be developed for the cargo area and for extensions of runway nine, four right, and construction of a short general aviation STOL runway; approximately parallel to 1533. Now that constituted the major part of the landing area development. There were several buildings that were contemplated at that time: one was the of course the development in the Bird Island Flats area; these were to be cargo buildings primarily, the south terminal, the satellite to be added to the Southwest terminal or Eastern Airlines terminal, the international terminal, the area available for extension of the parking facilities, and then various miscellaneous smaller building developments. Would you go to the next slide please? Now on March 1 the board--- March 1 of 1973, the board met and considered the then existing airport master plan, and there were some fairly--- very significant changes that were proposed by the port authority staff and approved by the board. And the feeling was that there were certain things on the then approved airport master plan that really were not realistic for various reasons; and the area in red essentially demonstrates the basic changes that were made in that at that time. So at that point the board said based upon the staff's recommendation to eliminate the proposed parallel 1533, the extension of the existing runway 27, the parallel runway 927, the filling of an extended area of Bird Island Flats. Now this was not necessarily or entirely because the staff no longer felt that it would be best, but facing reality and the certain things have changed including the ability to handle traffic, the somewhat the leveling off of traffic--although there is a steady increase in passengers--the rate of increase in the aircraft activity was not as dramatic as it was in 1970. So, we felt that realistically these could be eliminated and of course we were very much aware of the opposition that had occurred to that runway, so those were the basic changes at that time. Now then I'd like to go on to the plan as we now propose it. Now the area that's shown in white, now I want to I'd like to point out one thing in particular, when we were going through the series of discussions before there was criticism of the fact that we included the south terminal, for example, as being proposed when actually at that time right prior to the public meeting that was held the board had made the decision and actually entered into a contract for the construction of that building. We were criticized for including that on a master plan, so we are

showing things that are actually committed under construction or under contract as existing, so we now show the south terminal as existing; The international terminal which is nearing completion as existing; we have shown Bird Island Flats as being completed on the fill, which essentially it is; the two pond areas between the 22 left and right are shown as filled because they are substantially. We've made substantial progress on this project and we don't want to show it now as proposed since in fact we do assume that it's going to be completed. Now then the basic improvements that I think are most significant to you that are included on this for future consideration future development. First of all, the ones that I'm sure you're most interested in are the runway extensions and the parallel STOL general aviation runway. Now starting with the extension of runway 9; the extension of runway 4-right--- 4-left, I may have referred to that as four right before it's four left; and then the parallel small runway. Now these runways are under design; the fill has been completed. The board has not yet voted to proceed with the actual construction, but it is under design. That was the subject of the hearing that was held on March 10th and it's going through the environmental analysis now by the Federal Aviation Administration and the appropriate governmental agencies. In addition to that, there is a turn off on runway 4-right. In addition to that in the landing area is the proposed fill adjacent to 15-right, which would provide for the site for a glide slope for instrumentation of that runway to a higher level to achieve category 2 on that runway. Now the other improvements are primarily in the building areas. As I mentioned the terminal area is essentially completed; the only project remaining as far as the terminals are concerned is the fact that I think we can assume that there will be a need for the addition of the satellite to the Southwest or Eastern terminal building. We show the potential for addition to the parking structure and a sub-terminal which would tie into a people mover system. Now this area is available for that development if and when it's needed. We do not intend to proceed certainly with that development if there is any slowdown in the demand, but again we propose this incremental development to be consistent with the demand that is either demonstrated or reasonably forecast. There are a few other minor improvements in the old Air National Guard area and essentially that's it. We do have space available for the improvements to the roadway system, so again if demand requires we would be in a position to add capacity to that particular facility. Now that essentially is what we are proposing be included on the final airport master plan. I think that with that that it would be best now to not go into any more detail. I could if anyone is interested and possibly it will come out and the process of question and answers as to the process that we went through to develop the plan to the point that we have right now. So, with that, I would like if you'll turn the lights back on and we'll turn it back over to Mr. King who will preside and call on the parties that are interested in participating.

00:23:06,160 --> 00:23:55,200

Mr. King: Thank you very much Dick. Was there another speaker? Good. We have here the cards that have been presented so far from those who wish to speak, so once again I would say that anyone wishing to speak should obtain a card at the rear of the hall and fill it out as requested; those wishing to ask questions should do the same. If you need a card raise your hand and some

of our personnel will be glad to pick it up and see that your question or your speaking request is answered. Our first speaker then is Russell F. Hughes who checked in at 7:25, Mr. Hughes? It would also be helpful perhaps if those who have filled out a card to speak would be willing to move down in the front of the hall so that they will be nearer when called upon, thank you.

00:24:13,360 --> 00:30:29,600

Russell Hughes: Mr. King, fellow neighbors, townspeople. I come before you as the former chief engineer for the U.S. Air Force in New England. Our topic tonight is on the economic, social, and environmental conditions that Logan Airport affects our town of Winthrop. I can assure you that no airport in New England; Chicopee; Hanscom Field; Limestone, Maine; [Inaudible]; Bangor, Maine none of these fields had any result but adding to the mainstream of the economic development of the communities which they serve. They have many military people socially minded who have added great prestige to these communities while they have existed there. The environment has never been one that caused any individual, any native, to move out of his own realm of living. I'm sure the master plan and those who have developed it have kept these things in mind, and I'll devote no more time to them. What I do want to mention is this that seven years ago April 6, 1966, there was also an economic, social, and environmental meeting held at the town--- at the town high school at a regular town meeting, and at that meeting article 25 was presented by the planning board and it in effect took on chapter 40a of the general laws. Not everything that comes off of the hill is good for Winthrop; Chapter 40a was one of those things. Chapter A--- chapter 40a article 25 limited the minimum size of the lots of Winthrop to 3,500 square feet. The planning board took no action to coordinate that figure with the local assessors as a result today there are 750--- 731 lots that are less than 3,500 square feet in area in Winthrop. What does this mean? It means 15 percent of our tax base has been affected, and over the next 20 years you will see blight over those 731 lots. Not only were they lots, but 616 of those lots had homes on them which means that we have 616 non-conforming lots here in Winthrop and 115 vacant lots. The what about the vacant lots? What is their value? Their value is zero, yet they're assessed today seven years later at the same rate as a fellow next door who has a conforming lot. Is this social progress? What about the 616 non-conforming homes that are on non-conforming lots? Will they sell as readily as a home on a conforming lot? The answer is no. The value is not going to be there; the investment which the individual put into those homes is not going to be there, and so here we are ourselves criticizing those who have developed the master plan of Logan who haven't been able to develop economically, socially, or environmentally, our own town. I estimate that the nominal value that the town's tax base will lose by this action is \$12,500,000. It's time we did our own business and did it first.

00:30:34,880 --> 00:30:51,920

Mr. King: The next speaker is Mr. Harry A. Cusack. Mr. Cusack? Thank you. Yes if you wish we'll help you. Mr. Cusack has requested to speak from the podium, and I see no objection.

00:30:57,840 --> 00:41:57,080

Harry Cusack: First of all, I'd like to tell you that I am quite nervous, I have never done this before, and I'd like you to be with me. I work for a firm at the airport and I have meant to come down here and speak to you people on my thoughts before, but I thought I'd probably be laughed out of the place because you probably think I have an interest there, well I happen to work there. Like I say if you'll bear with me. To all those at this public hearing Reverend, clergy, elected officials, and representatives of the Massport Authority, and the concerned citizens of the town of Winthrop, I am here tonight because I have a few thoughts that concern Winthrop and the Massport and the master plan as it is proposed for the Boston Logan--- and the master plan as it is proposed for the Boston Logan International Airport. I am here as an independent concerned with the future of the town I was born in and have lived in my whole life, but also I am concerned about the future of the airport. Before I go further, I would like it to be known that I am an employee of Fay, Spofford and Thorndike Incorporated consulting engineers. Excuse me, my firm has done and is currently involved in work at the airport. I am a construction inspector and I have been at the airport since April of 1969 working on improvements in the area known as Bird Island Flats. Previously I also worked for the construction company Wes-Julian incorporated in 1967 in the Wood Island Park extension of runway 1533. I have also worked for the American appraisal company E.H. Beck division in Washington D.C.; and I graduated Winthrop high school in 1958, served four years in the United States Air Force, three in Germany working in meteorology. I am familiar with the airline industry in relation to airports. I am familiar with procedures, safety requirements, air traffic control, FAA, and related and supporting agencies such as the National Weather Service, Airline Pilots Association, the regional safety representatives, and so forth. Also, I would like to say that I was a town meeting member in 1964 and 1965 until I left to work in Washington. Working in a position such as I do I have not attended any airport hearings as I felt that people would think I was there to help my company or myself in our work at the airport. Unfortunately, I witnessed a shocking and terrifying tragedy this July 31st so now I must speak out on what I believe--- what I believe in because I never want to have something like that reoccur. At this time, before I continue further, I will request a minute of silence for those who lost their lives and for the bravest of men Sergeant Leopold Chouinard, who continues his fight for life this very hour at the Massachusetts General Hospital. Thank you. My mission here tonight is based mainly on priorities, both for the town of Winthrop and for Logan Airport. I feel that Winthrop citizens are being misled in direction concentrating too much valuable time and energy and matters outside the town and leaving direct everyday right now issues unattended. We are so concerned with airport pollution when we generate just as much and probably more here inside at Winthrop. The airport and federal government have taken stern measures to combat the airport pollution for instance conversion of engines and strict and I mean strict noise abatement procedures. What have we done to curb the burning of our town-owned and town managed dump that on numerous occasions burns out of control for days on end so that a tax-paying citizen cannot walk down the street, or wait for a bus, or hang out the weekly wash? Or what have we done to ensure our citizens that the metropolitan district commission sewerage treatment plant is in proper operating condition, being run by well-trained and skilled employees so that the raw sewerage

is properly treated upon release to our shores? We certainly don't want a repeat of the past experience of the nauseating stench and paint peeling of the homes. And what control do we have over the huge trucks that haul dangerous chemicals through our streets? Do we escort each and every one of them by way of police escort at a maximum speed limit of 20 to 25 miles per hour as we should? And do we back charge the mdc for a service rendered to cover the costs as we should? I may be mistaken, but it's not to my knowledge. Let's turn to a first impression one might have upon their first visit to Winthrop. Upon entry by way of Revere one sees an eyesore of a huge dump that I'm sure at small costs could be camouflaged. Entry by way of East Boston one sees an eyesore of a deteriorated MBTA property that also at a small cost could be camouflaged. Unfortunately, I'm not sure if we have any control over billboards or not. How about the coll--- the roller coaster ride up main street with its bumps and dips in the road, and how about the exhaust from our public transportation system, and our great traffic control at two of our major intersections leading the resonance of the center section to main street and a bottleneck now existing from McGee's Corner to Shirley Street with new businesses and apartment buildings? Cars back out of small parking lots into the flow of traffic causing a high safety hazard. So much for Winthrop, now let's look at Logan. First of all I'd like to say that it's easy to criticize; I'm not here to criticize Winthrop or the airport, I'm trying to get it together. We have we have the finest police force; we need more policemen. We have a fine fire department. We have fine public officials, and I'm not here to criticize believe me. I say that the Massport is an efficient, well-run, and professionally managed business in this state, and I believe it rates very high in its field. The record will prove it, it can stand on its record, and it can be proud. The men responsible for this are dedicated and well paid. As a matter of fact, I think the man behind me is the highest paced state official in the state and if he is he deserves it because of the responsibility and trust that he holds. My two prime interests are ear safety and the peaceful coexistence of a town and an airport brought together by progress. The progress in communications and transportation has had a profound effect on my generation. Since graduating Winthrop high school in 1958 I have seen as you have changes unheard of. My whole life has been affected by rapid change, changes that touch every area from religion to United States policy and foreign affairs; changed from moral codes to the world of fashion. What I'm trying to say here is that Winthrop should change in its attitude towards Massport. The port authority and Winthrop can, they are by fate forced to live together, and right now starting tonight they should come to a mutual respect and understanding for each other's needs. I guess I only have a minute left I'm going to request more time at the end of the question period because I really haven't got to the point that I want to and that is the master plan of the airport. It is my belief that weather was a contributing and very important factor in the tragedy of July 31<sup>st</sup>. I believe this strongly because I worked with it for four years. There will be public hearings held and eventually a decision and a finding will come, but one thing that I'm sure of weather we'll enter into it. It may not be the direct cause, but it definitely will be a contributing cause. That day--- that day at Logan Airport, the worst visibility of all quadrants was in that particular area right off the water where there was a fog bank laying just southeast and south of the airport and east. If we had the instrumentation that we should have on the now in existence

runway 1533, we would have been landing aircraft on that runway because the existing wind was three to four knots from the southeast and 15 degrees in the compass is southeast. The visibility would have been at least, in my estimation, anywhere from three quarters to a mile and a quarter on the approach to that runway; that was the best quadrant for visibility that day. Instead what we had, we had aircraft traffic controllers bringing every aircraft to Logan on one runway. I'd like to go further I want other people to speak I can come back later.

00:42:03,240 --> 00:

Audience Member: ---you see both unfortunately raise the question of that very severe tragedy we experienced at Logan Airport a few weeks ago, and I sense your emotions in saying it. And while I appreciate the beginning of it and I appreciate that moment of prayer, I do not care for your last comment about 1533 being instrumented. I am not a prophet, nor are you. I believe more than just weather for the fact that involved in that accident and god forbid that 1533 were instrumented and the same conditions applied there, many lives inside the airplane of my residents of East Boston would have been killed on Neptune Road also.

[Stage member]: Father Moyet.

[Applause].

00:43:09,040 --> 00:43:33,680

King: Thank you Mr. Cusack, Cusack rather. Our next speaker is Michael Lopresti Jr. One Orion Avenue, East Boston, recently winner in the democratic primary for the senatorial spot, Mr. Lopresti. Yes. Incidentally anyone else who would feel more comfortable here as did Mr. Cusack is welcome.

00:43:36,320 --> 00:48:39,280

Michael Lopresti: Thank you very much. This evening I would like to comment on a few of the points which I have seen in the master plan proposed by Massport. They're roughly five in number and I hope to go through them briefly and right to the point. The first thing that struck me about this plan was that virtually no mention was made, nor any proposals put forth, for any curfews or their flights during the evening hours. I think it's no secret to anyone in the state, let alone people in this room, that life is sometimes almost unbearable between the hours of 12 and 6 in the morning. Things can be done, and I recommend that we look at one of two alternatives. One is a simple curfew. Second is increasing the landing fees for those planes which use the airport during these late night hours. I think that Massport, and I hope they will, look at either one or both of these proposals and bring them forth before our next meeting. A second point is the point of navigational aids. I agree that we should have improved navigational aids; we should have improved instrument landing systems, and I think they should be put forth on all runways. However, I hope that when this is done it is not used as an excuse to fly airplanes over our highly congested areas during storms, during low visibility times because it's clear that these are the dangerous times, these are the most dangerous points, and regardless of our system regardless of how advanced we are, I hope that we don't endanger our people

further by continuing to fly planes over our homes. Our next point is when we talk about our STOL runway. The first thing which is clear from our STOL runway which will be built for general aviation is it will further upset the Jeffries Point area, an area which has already been cut up which has suffered with expansion. I think the alternative, and the real alternative, is to do away with general aviation at Logan Airport. I think when we--- I believe that Logan is one of the few major international airports which still allows small planes, general aviation, to fly on its runways. And according to the figures put forth by Massport, doing away with general aviation will postpone--- will postpone the airport reaching its capacity for 10 years until 1985. My next point is on the expansion of runways 4-L and 9. Regardless of what we say, the end result of expansion of these runways means more aircraft flying in and out of these runways. It means more aircraft flying over our homes, and I speak here tonight as someone who has been directly affected by 4-L because a little less than 20 years ago a plane crashed into my backyard, a national guide jet, which was flying that path. I stand in opposition to the extension of either of these runways. Finally, we hear a lot of talk about balancing of our transportation system and yet I see a total void in this report of doing so. I favor and I have favored the implementation of a high-speed rail system. Studies show that high-speed rail can bring us from New York to Boston, from downtown to downtown, in somewhere around 90 minutes certainly this is comparable with the downtown to downtown speed of air flight. And I think when we talk from environmental standpoints and we talk from safety standpoints putting in a high-speed rail system simply makes sense and I will and I do favor the implementation of high-speed rail transportation particularly between Boston and New York. Finally I would hope that Massport would look more carefully into easing the sound problems which we face. They may do so by bringing airplanes out to the runways by tractors rather than having them warm up, rather than having all four engines going full blast in our residential areas. They may do so by soundproofing our homes, soundproofing our schools, and soundproofing our nursing homes, our hospitals, and finally by putting into effect the curfew which I have already spoken about. I believe that if these things are done, I believe that if we work with the noise factors and if we control the future expansion of Logan, we can indeed have a better community in which to live. Thank you.

00:48:53,920 --> 00:49:01,480

King: Thank you Mr. Lopresti. The next speaker is Representative Ralph E. Sirianni. Well you want to use up here?

00:49:13,680 --> 00:58:35,280

Sirianni: Mr. King I have a prepared statements I'd like to leave with the authority. Mr. King, Mr. Mooney, Mr. Callaghan, Father Sallese, Ladies and gentlemen. I received the so-called master plan about six weeks ago. I made every real concerned effort to try and evaluate a very lengthy and a very highly technical piece of work done by the Massport Authority and their engineers, and I have found 14 or 15 points that I would like to bring to your attention and to the Authority's attention. Number one, the master plan deals with transportation and carrier needs into the next decade; forecast identifies a greater emphasis in demand for air transportation

dismissing any increase in private or government-sponsored rail transit in the northeast corridor. This is absolutely contrary to the stated federal and state proposals calling for increased mass transit rail in the future; thus, the need for airport expansion into the next decade is not obvious. Number two, the SST aircraft proposal has been banned by the federal government; thus, why is there a need for longer runways? Number three, nowhere in the master plan proposal is reference made to any offshore oil anchorage role in the future Massport operations. Are we to assume the oil depot will not be utilized by the airport over the next decade or will it be covertly pursued outside the framework of these recommendations? Number four, exactly what degradation of our environment can we expect from the implementation of the master plan? Air quality, water quality, marine life, noise impact, aesthetics? I pose all of these as questions. Number five, the Winthrop community has previously made two recommendations: one an offshore and off hours curfew and more efficient use of present flights resulting in fewer of them, two second airport either utilizing the harbor islands or located in central or western Massachusetts to relieve some of Logan's demand. Why has the master plan ignored indeed ruled out these proposals, these two proposals? Six, if the plans for peripheral expansion i.e. Jeffries Point area are carried out how many homes will be taken or adversely affected and what are the plans for the remainder of the Neptune Road area? Number seven, the master plan deals in rhetoric to a great extent; what about concrete figures and projections to give us some idea of what harm we can expect if all future airport plans are carried through, both those listed in the master plan and those not listed? How much encroachment can we expect as a direct result of private development associated with future airport operations? Number eight, as a result of runway improvements, increased cargo area, increased roadway accessibility, and so forth how much more traffic will be attracted to Logan that might be better diverted to rail and or water transportation thereby lessening the burden on Winthrop and East Boston area residents? And in fact, if this master plan is implemented won't the result be an increase in traffic that would be absorbed by other forms of transit? Number nine, regarding the proposed filling of Bird Island Flats, why are there no meaningful proposals put forth to protect, move, or re-establish clam and other marine life that will be destroyed by this plan and that was destroyed by previous airport marine expansion without such ecological restitution? Regardless of whether or not the beds are now polluted, pollution which by the way the airport has contributed to, we will lose them for all time by the filling in, so that even if we tried to reclaim them we couldn't. They would be assimilated into Logan's runway structure. Number 10, obviously there will be an impact associated with any future expansion into the 1980's and you would have us believe you have taken pains to protect our communities, yet you have done little meaningful--- little meaningful to protect us from expansion to date. Specifically, why do you obstruct proposals to soundproof our schools and hospitals and impose a surcharge on ticket sales and cargo handlings to be returned to these communities who are disrupted by your operations? Eleven, 17 additional acres of marine life are to be taken for a glide slope; what will you do to make up this loss to the marine environment? Number twelve, 105 additional acres are to be taken for improved cargo facilities; where will they come from and how many homes will be taken or persons displaced or affected

by this plan? Number thirteen, since these operations obviously degraded the surrounding communities you have an obligation to lessen this burden you impose on us. What contributions will Massport provide Winthrop and East Boston in the next decade to offset this degradation i.e. monetary, social project, and other contributions directly to the communities. No mention of this part of the airport's future is in the master plan. Number fourteen, the philosophy. The master plan states that communities in the next decade will have to patent their growth to be compatible with an ever-encroaching airport operation; this is insanity. The airport is the intruder and must conform to the community desires, especially since we are so adversely affected by the present operations. In this regard, more must be done relative to environmental impact and safety for surrounding communities. the master plan addresses itself to these considerations and in its be--- in itself is good however, in achieving these goals more emphasis must be placed on protection of our communities and less on future plans designed to encourage greater demand at Logan into the 1980's contrary to the public's stated goal of diverse mass transit of a non-polluting nature to the effectively--- that effectively meets a wider segment of the population's transit demand, not plans that cater to the transit need of the wealthy few. Finally Port Authority's policy positions outlined in the master plan they have emphasis they must be on the following points: number three least possible impact upon the communities in the vicinity; number six improved air quality; number eight not purchasing and displacing homes and homeowners, but plan in cooperation with the residents aiding them in coping with an airport as a neighbor; number 10 achieve maximum airport utility under the present constraints without encroachment on neighbors. We recognize the economic input of import of Logan and respected as such, but first and foremost must be the protection of residents; a viable airport under that constraint, a second airport to relieve traffic from Logan, encouragement of rail and water transportation, not just lip service, but a definite commitment to focus attention away from Logan while having the Port Authority recognize its additional responsibility to develop the port of Boston as an economic asset something it has neglected because of being too caught up with Logan expansion and its development. In conclusion, air travel may or not may or may not rise dramatically in the next 10 years. The master plan takes it for granted that it will. To base all our planning on this assumption is like putting all one's eggs in one basket, a risky proposition and one the master plan embraces to its detriment; thus, rather than blindly follow this path, the authority might do well to rethinking this entire proposal in the light of the latest mass transportation planning developments then it can properly act in light of these future proposals. Thank you.

00:58:42,480 --> 00:58:54,600

King: Thank you Ralph. Thank you representative Sirianni. Our next speaker checking in at 7:30 was selectman James M. Lochran, please.

00:59:30,880 --> 01:04:46,600

James Lochran: Mr. King and other members of the Massachusetts Port Authority who aren't here this evening. We admit your authority through your staff has developed an expertise

necessary in conducting the business of an international airport. We do not have the knowledge necessary to conduct the daily operations and nor do we pretend to, but just as you gentlemen have perhaps rightfully contacted your city or town officials to address yourselves to municipal problems such as police protection, clean up problems, etc., and probably offer solutions, valid solutions, to these problems we also address ourselves to Logan Airport's problems as they affect us and offer our very valid solutions. Let me address myself to your policy position number eight on page three hundred and seventy. Number eight reads be responsive to property owners in the vicinity of Logan residing in high noise sensitive areas through programs for land purchasing and relocation when desired by the majority of the residents in any given area. This item is separate and distinct from a similar item number nine which applies to land purchases on Neptune Road, therefore we assume that this item number eight refers to areas other than Neptune Road such as the town of Winthrop and others. Here you state that to be responsive you should buy the property in these high noise sensitive areas. It is my feeling, it is the feeling of the Winthrop board of selectmen, the Winthrop noise and airport hazards committee, that land purchasing and the relocation of people is simply not the answer. We suggest that to be truly responsive you will double and even triple your efforts in decreasing the noise which you project into these areas. Let--- let your authority become nationally known for your dedication to airport noise abatement. You have spoken in the past of optimum land use; if we are to follow this philosophy, the homes which you purchase would soon be demolished just as you have demolished the homes on Saratoga Street and on St. Andrews Road in East Boston, and as you plan to demolish the homes which you plan to purchase on Neptune Road. Do you understand the tax structure of the town of Winthrop? We have no industry; we have a tax base of only \$78,966,900 in 1972 and our town budget was 7.8 million in '72 and it is over 9 million now in 1973. This budget is exclusive of equipment purchases, police cars, highway equipment, etcetera. The loss of only two homes on Court Road are only two in Point Shirley would adversely and seriously affect our already overburdened property owners and rent payers. This is not being responsive it is in fact being outright irresponsible. You might assure us tonight that if you were to purchase you would not tear down, maybe not today, not tomorrow, but when you did purchase enough property in any area you would demolish. You would rethink your position carrying out your optimum land use program. Many times in the past we have told you of this concern most recently on May 23 1973 at the Winthrop town hall, but on page 131 of your draft master plan study you listed only as a topic of discussion. Gentlemen on June 25th the Winthrop board selectmen affirmatively voted that the Massachusetts Port Authority continue with its present policy without change which is in conformity with the social, governmental, and ecological interests of our town and also within the goals of your authority of not appropriating money for the purchase of any real property or taking any other steps toward acquisition of property upon which stands any dwelling house within the boundaries of our town. A copy of this vote was forwarded to Mr. Faye and to Mr. King. Tonight we ask you again become leaders in noise abatement. Increase with other airport land laws your influence in aircraft engine design. Speed up the quiet engine program of the national aeronautics and space administration whose objective is to reduce jet aircraft noise by 15 to 20 decibels. Please

do not tamper with our precarious tax base. Do not put the false god of profit and technology before the health and well-being of your neighbors by simply purchasing property and relocating our residence. For the board of selectmen signed by myself James Lochran.

01:04:57,360 --> 01:06:03,320

King: Thank you Mr. Lochran. I think I would mention at this time that we certainly are obligated and recognize that obligation to supply and provide to everyone who was interested enough to come and those who could not answers to the questions and or suggestions or allegations whatever they may be properly classified. We will do that, and we will do it at least in this way that everyone who has filed one of these will receive a note, will be a lot more than a note, indicating the questions and the answers not only to his or her question but to all of them. And for the main questions and those that seem to have the most significance, and hopefully we'll be able to do it to all, we'll see that either via the editor or others that the answers are made known to you. If we'd answer each of them tonight I think that would be very long and protracted. Our next speaker is Mr. N Lahar, 25 Prospect Avenue, Winthrop. Is he still here? Yes the gentleman is coming up.

01:06:21,760 --> 01:07:38,160

N. Lahar: I live up on the hill overlooking the water overlooking the airport, and many times now like Sunday night I was down the Point Shirley you were sending those big planes over those homes; in a matter of two minutes time you send three planes. You have the runways at where the when you go out on the trestle, I mean what the we call it the trestle, out headed out toward Deer Island. You can send the planes out over there, they're all over the water and why don't you use those runways out there? I know you people--- you people on your master plan, on your master plan you're deliberately building the airport with the intention of runway 9 which goes over Point Shirley. You couldn't you couldn't last year expand towards "Snakey" island, so what did you do? You build on the other end. Now all you have to do is come out from the airport take a left-hand turn and you're airborne over Winthrop. Why don't you take why don't you use a runway out over the harbor, so if you're going to crash you won't crash through homes?

01:07:40,320 --> 01:08:02,520

King: Thank you very much. The suggestion of runway use or control of runway use is really directed by the Federal Aviation Agency and of course by the wind conditions, but accepted by the pilot at his discretion.

01:08:02,520 --> 01:08:31,160

Lahar: Listen, listen, listen. You called, sometime you call into the airport into the federal aviation and I have it's 5-6, 567-2828, and you get the same baloney. They say it's up to you the fed--- the port authority, the ones that build in the airport they're the ones, and that's all the

runway they can use. And in other words, the both of you--- both of you are making each other the goats.

01:08:31,800 --> 01:08:47,200

King: Well what I'd be willing to do in order that that not go any further is to arrange a meeting with the appropriate people in the FAA and or the Pilots Association if you wish, but only if you wish, and then we'd all sit down together and you would hear it yourself with all together, I believe in that.

01:08:47,840 --> 01:09:25,520

Lahar: And then again we got this question here, you send those there's a TWA plane that goes periodically and it it's fourth--- I thought here a few years ago that you're supposed to eliminate all these planes with that excessive smoke and they that, but you're still flying them over our homes every day, every day. Why don't you start in to eliminate some of these some of these small planes and as we said before to use the jumbo jets and in place of taking five planes to Washington or New York wherever you go, take one?

01:09:26,160 --> 01:09:33,800

King: I think that's very desirable and the tendency is that way although it's not going to be, in the very near future at least, all jumbo jets, but I do think that's the tendency.

01:09:33,800 --> 01:09:47,840

Lahar: But again, but again the it happens to be quiet in there, but can we people get a nice rest? You start over our homes at six o'clock in the morning; you're over our homes at two o'clock in the morning, it just don't it just isn't right.

01:09:50,160 --> 01:10:04,840

King: Thank you sir. Our next speaker is Mr. Walter Vandalinder who checked in at 7:32. Is Walter here?

01:10:26,800 --> 01:18:17,800

Walter Vandalinder: Introducing myself, Walter Vandalinder and having communications with the people on the shelf, I call it up here up, to nine years ago. At that time I think it was only reasonable we met in the American Airlines hangar. We didn't have the gold key room or anything like that at the airport, but we were made and committed, or given to believe anyway, that promises such as putting the perimeter--- enclosing the whole perimeter with shrubbery about waist high or maybe shoulder high would eliminate an awful lot of noise. That concrete wall at the end of runway 4 unfortunately should have been shrubbery not concrete, but I'd like to keep away from July the 31st in all sincerity until a complete report is made. I think that the port authority at least is entitled to that consideration, but I can reflect back to October the 4th of 1960 when having an emergency call come to arrive at the cottage park yacht club and spend

the next 10 hours a witness to one of the biggest funerals I ever saw. And relating to what Father Sallèse said if that runway had instrumentation that his East Boston people would be in jeopardy while at the same time if that Electra had continued and just count up to ten very slowly that would have arrived at Metcalf Square and you would have had the largest tragedy that this town had ever witnessed. As it was, if you want to be morbid, the police station was the biggest morgue Winthrop has ever seen. People don't know these. That's 13 years ago; it's happened again. What's to say it won't happen again? But we don't want to be here for that one purpose other than to remind the Port Authority of some promises that they did make and as I say only one around the perimeter of that whole airport, it wasn't my idea, but it was their defense in what noise is coming over into Winthrop. With the all-night testing of some engines, it was proposed that they would have baffled plates. Now these baffle plates are movable and as a plane is being warmed up it can't direct either the fumes or the noise other than up in the air. They claim the perimeter of the shrubbery would keep the noise to one particular area, and what they say it deflects off the ground and bounces over into Winthrop the same way as the fumes bounce over into Winthrop. But now some of this night flying, if I'll remind some of the people if they have never heard of such an idiotic thing, is to allow the Irish Airlines to come over at three o'clock in the morning partly fueled from New York so as they can take on their full complement of fuel and when they have to get off the ground they're fully loaded it just shakes the timbers out of your real estate, and let me tell you the dishes off the wall in cases that I know on Court Road. Now I wouldn't like to see the Port Authority pit one native against the other, but in the case of Russ Hughes I will state he made the expression that the military improves conditions in the area where they locate. Well gosh didn't we have Fort Banks, Fort Dawes, and Fort Heath in this town for three years and I thank god they get out of here. We've got at least some tax base back to where we should, and purposely before the Massport took over it was proposed that the National Guard would take part of Logan Airport, at that time it was under the control of the state, and there was nothing any better than to have the National Guard protection over there, but the national guard where is it today? Distributed all over and possibly down the cape, and if the federal government is so concerned about protection why is the National Guard armories maybe to the tune of 63 being phased out throughout the commonwealth? So therefore the military we don't need. We are now where we are residents and hope to stay here. I heard the remark on the middle column the middle display there that it came so close to snake island. There isn't any more recreation out the harbor if you increase that and expand it out there. There isn't any yacht club that will be able to use the harbor in this area. And I have been a member of the Winthrop yacht club for 41 years and I used to love sailing, but that's been limited with that 1280 foot approach coming in off of runway 4. So now here is the last promise that I do recall, and I brought this before this body and Tom Callaghan questioned me on it. I vividly remember when we brought to mind what would we do if we had a fire, an aircraft coming down as I said in the middle of Metcalf Square the Winthrop p-- the fire department have enough foam? They haven't got enough foam to put out one tract of fire at the dump never mind a large plane. And it was it was agreed at that time that they would, promises again, at certain strategic points throughout this town put us an ample supply of foam

just for such an emergency. I haven't seen it; time has passed, maybe 12 years, I don't know whether that's in the back pocket of someone and maybe it's still a promise, but these things here you have to contest. I saw the third figure here and it showed the lagoon indented a little bit more than it was through the exception of the FAA. Now there are two runways there and nobody can tell me what they are; they're cross sections. They were intended at one time to be joined over that lagoon, and I think they have a permit to do so because my memory doesn't fail me too often, unless they've given up that hope that it'll be done sometime in the near future in the still of the night when nobody will know what's going on. So I have lived this; I don't want to wake up in the middle of the night anymore with the Irish Airlines although I plan on going over there by boat someday. If it was good enough for my grandfather to come over by boat I want to go back by boat. Thank you.

01:18:27,360 --> 01:18:38,320

King: Thank you Mr. Vandalinder. Our next speaker is Anne Witherby, candidate for state senator. Is Anne Witherby with us? Do you want to use there or up here? Thank you.

01:18:39,520 --> 01:19:43,040

Anne Witherby: A candidate should never have her back to the audience so I'm going to turn this around. Yes I'm Anne Witherby and I am a candidate for state senator in this district because, among other problems, I am deeply concerned about the problems of the airport. The main issue it seems to me is that for too long the Massachusetts Port Authority has put the interests of the people who live nearby and in the flight patterns second to the business and commercial interests. I urge, and am free to fight for, a reversal of these priorities. The comfort and safety of the people who are affected must be taken into consideration first and then the business and commercial interests, and if there are a lot of people in this room who agree with me I brought a lot of bumper stickers. Thank you.

01:19:43,400 --> 01:19:57,280

King: Thank you very much Mrs. Witherby. Our next speaker is the Selectman Richard Dimes. Is Selectman Dimes here? Do you want to use up here?

01:20:05,720 --> 01:24:18,400

Richard Dimes: Father Sallese, Mr. Moody, Mr. Callahan, Mr. King. The formal statements by the Board of Selectmen one has already been made by Jim Lochran there'll be another one made by the chairman of the board Jim Reddy. I stand here tonight as number one a former planning board member, a member of the Logan Airport noise abatement committee, and a property owner on Logan--- on Johnston Avenue pretty close to Logan, which I consider in a noise impact area. As a former planning board member there is no such thing as compatible land use in the town of Winthrop. Compatible town use as you know is making it according to the airport a more realistic endeavor such as we'll say light industry or something in that respect. It so happens that the noise-impacted areas in the town of Winthrop good homes long--- having

been built long before the airport was there, and therefore I believe that these homes should stay; the people should live in these homes and enjoy the waterfront that they have. Secondly as a member of the noise abatement committee at Logan Airport, which is a committee which meets once a month at Logan Airport which is made up of representatives from the communities, and airport, and air pilots from the different companies and the Massport itself. This committee has attempted over a period of ten years to give what I call temporary relief to the town and the cities surrounding the airport, and I can only stress here tonight that it has been temporary. For it's taking noise off one runway and putting it on another runway; taking them off 1533 and putting them on the runway that goes over Point Shirley. All this coming about from basically the phone calls or complaints that come in to the airport. We can't go on in this manner forever and ever, so therefore this procedure cannot work. Lastly as a resident of Johnston Avenue, which is not in the master report as a noise impacted area such as Point Shirley or Court Road, I can only say that the noise impacted areas that went that extend from Pleasant Street all the way down to the Point Shirley gut facing the airport and take in many, many, many neighborhoods. So therefore on a clear summer night when the wind is still or might be drawn blowing in the direction of Winthrop, the planes taking off from 10 30 on are unbearable. The freighters go out that night so they're heavily loaded and therefore make the most noise. You and I are trying to go to sleep in that period because we all have to get up the next morning and go to work, so in common sense language, everyday language, the answer in my mind is the curfew. A curfew that is long long overdue. A curfew that has to be instituted until such time as the decibel reading gets down low enough that our ears can stand the noise. The state of art is such that the airplane engine is not developed to that degree yet; it could be in 10 or 15 years, so until such time we must have a curfew. We must as neighbors of the airport be able to go to sleep at 11:00 or 10:30 at night and get to sleep. And if they want to start the airplanes up again at 3:00 or 4:00 in the morning, if this is what we have to tolerate to get the curfew going then probably we would agree to this, but definitely no one can tell me in this hall of night that of a curfew is impossible. All it means is rescheduling, and ladies and gentlemen in common sense curfew is what Winthrop needs. Thank you.

01:24:26,000 --> 01:24:30,960

Mr. King: Thank you Selectman Dimes. Our next speaker is Chairman of the Board of Selectmen Mr. James Reddy.

01:24:43,520 --> 01:27:17,280

James Reddy: Representative Sirianni, senate nominees Witherby and Lopresti, my fellow citizens this is the statement of the Board of Selectmen which we would like to make part of the record of tonight's meeting. It's through the Massachusetts Port Authority 470 Atlantic Avenue Boston Massachusetts regarding the draft master plan study for Logan International Airport. Gentlemen the Winthrop board of selectmen have reviewed the master plan study for Logan International Airport published by the Massport Authority. The board of selectmen are in opposition to the extension of runway 4-L and runway 9. The report itself states it would not

increase the capacity of the airport and we can see no real evidence in the report that the extension of these two runways would give any noise relief to the town of Winthrop or any other surrounding community. In analyzing our proposed construction of STOL runway 1533, we find that this particular type of runway would create a greater noise exposure to East Boston, particularly the Jeffries Point area. The Board of Selectmen believe that time has come that the Massport Authority should implement a night curfew on aircraft at Logan Airport, and that a very detailed study should appear in the master plan report. Only one paragraph in this present study was devoted to a curfew, and in that paragraph a curfew was brushed aside as something it was not in the province of Massport to implement. How can Massport justify no study of a night curfew and an expenditure of well over half a million dollars to study an entirely new venture such as a construction of an oil tank or terminal we ask? This board directs your attention to that part of the report which might have contained noise abatement procedures for the community surrounding the airport, one of which is the town of Winthrop. We have found that this 372-page report contained approximately 10 pages which had to do with noise abatement the bulk of which our procedures which have been in effect for many years now and at best give only temporary relief at given times to either East Boston, Winter or Revere. The board of selectmen submit that until such time as there is a concentrated effort by the Massport to contain in its master plan a very detailed noise abatement procedure for the surrounding communities we cannot accept this study as being a valid one. That's very truly yours Board of Selectmen James T. Reddy, Chairman; James M. Lochran; and Richard D. Dimes.

01:22:24,400 --> 01:27:58,720

King: Thank you Mr. Reddy. Our next speaker Mr. Connell Foley. Is Mr. Foley here?

Audience Member: [Inaudible]

King: That's the present plan under discussion yes sir.

01:28:05,280 --> 01:30:02,520

Connell Foley: Thank you very much. I'm sorry the maps we had displayed here tonight and the projector didn't show the, okay, all right. I'm sorry the maps and the projector on the on the on the overhead here didn't show the outline of the neighboring communities: East Boston, Winthrop, and particularly the Point Shirley. Going back to the gentleman from Prospect Avenue I think his concept of moving these runways out into the outer harbor and having them directed towards Deer Island makes far more sense than the existing pattern of runways that exist right now. I think it's really every negative word you can think of can best describe the existing runway pattern, and again in 927 bombing over Point Shirley as Pat McGee has said so eloquently just does not make sense when moving--- displacing this entire runway system 927 down a half a mile to a mile and directing them towards Deer Island would make far more sense. Deer Island presents a natural outlet to the sea the prison out there is derelict and will be closed in the near future I would think. The MDC sewage plant is an infernal racket itself. Working there in the plant itself you can't hear the planes; you can't hear anything going over because the diesel engines out there just make a racket that is tremendous. And I would like to

accept Mr. King's suggestion that we do talk to the FAA and try to resolve this problem of using Deer Island as a natural outlet for the airport. I just--- the existence of the cont--- of the runways 422, 1533, 927 as they now exist is an insult to the people of this community and it's an insult to your master planning intelligence too.

01:30:17,040 --> 01:30:17,120

King: Thank you. Mr. Foley I'll be certain to invite you along with the other gentleman to the meeting. Dr. D.W. Clayman, chairman Winthrop School Committee, past chairman Winthrop School Committee. Is Dr. Clayman here? Is this Dr. Clayman? Is this doctor?

01:30:57,120 --> 01:34:04,320

D.W. Clayman: Since everyone is addressing themselves to the honored guests on the stage, I mean I think we should have the honored guests in the audience here. First place I've been sitting back there, before I go into this few little items, and I hope Mr. King is going to be listening because I notice I'm going through all the little speakers are going to be up here well that's all well and fine, but are you listening to us? No you're not, you're looking at the doors for crying out loud. As a member of the Winthrop School Committee, and I've been on the Winthrop School Committee for seven years, we've been battling to try to give your children and mine a good education. Unfortunately if a few of us who live in the center area and have youngsters who go to the junior high school, the E.B. Newton, or the Willis School we have lots of problems and of course in their foresight and their insight the Port Authority felt that sound proofing on new junior high school wasn't necessary, might be precedent setting naturally. It's all right, doesn't what care what happens to kids, but it might be precedent setting. God forbid Father Sallase they might want to do it in East Boston too. We're on record, the Winthrop School Committee, as being against any airport expansion. We would like to commend the Port Authority for the efforts they've been in establishing some better relationships over at East Boston; they're sending a lot of kids over to the rink, commendable. Also sending in a heck of a lot of planes over that rink too. We feel that the Port Authority should make every effort to establish a second airport at one of the locations soon to be vacated by the federal government, and the number one priority as other speakers have said should be a nighttime early morning curfew preferably between the hours of 10:30 to 11:00 to 6:00 in the morning, and this has been done in many other cities on the continent. We have a beautiful new landing that has been put up beside the Winthrop yacht club. I was down there a couple of hours ago to help my son take a boat out of the water. Well you know when this thing was opened up we all felt "hey, this is great"! Senior citizen could go down, sit on the benches, enjoy it, we can fish off of there; you can't do that. You can't even hear yourself breathe down there. Gentlemen we have a very serious problem here, I noticed all our people who were running for elections were all up here passing bumper stickers out, that's all well and good, that's great, but we live here in Winthrop and we have to live here. We want to live here for 10-15-20 years and more. What is our property going to be worth? What are our kids going to be worth as far as the hearing problems

that are being created? Gentlemen you've got a very big problem in your hands and I hope you're big enough men to take care of it. Thank you.

01:34:13,120 --> 01:34:21,200

King: Thank you Dr. Clayman. Our next speaker is Robert C. Gagan, MAPNAC. Mr. Gagan.

01:34:31,600 --> 01:35:43,280

Robert Gagan: My friends it seems that every time we get together with the Port Authority they're sitting on the stage looking at you and you're looking up at them. They should be down there and you should be up here because they've come before you the town of Winthrop to tell you what they're going to do with your town. How do you like it? We started a little group about three years ago they we call ourselves "MAPNAC" we started by a group of young men in Winthrop The JC's. MAPNAC, for those that don't know, stands for the Mass Air Pollution and Noise Abatement Committee. We've create--- created a lot of interest with our elected officials, with the people in general, and the interest that we've created is noise abatement and air pollution, so I think we've been a little successful. But, as far as the proposed expansion that Logan

(Continued on Tape 2)