

Record Group TC6/1995

Massachusetts Port Authority Public Hearing Files, 1970-1986

Draft Master Plan Hearing in East Boston, August 21, 1973 Tape 2

(Continued from Tape 1)

00:00:04,720 --> 00:01:41,840

Edward King: We have technical difficulties; for the moment there'll be a very slight delay. Okay. Now it is okay. I would just like to mention one thing which I mentioned last evening. Excuse me, Mrs. Mazzarini mentioned the curfew and quiet engines and, certainly, those subjects have been mentioned and or suggested, but it really does not mean that because a curfew has not been enacted or someone has not developed and implemented any aircraft that are being produced a quiet engine that they don't want to or that you have not been heard. There are reasons for these things. There are differing opinions, so I don't really I hope, anyway, that you feel that even though we don't do exactly what you wish or, let's say, anything like you wish, that we're always in a position and should be where we should explain why we do differ. But it's not that we don't listen or wouldn't want to do what you request if we could. Now we have two questions in a row. One is, "Why don't you build a hospital first?" Well, someone laughed, so that's a help. It is not the function of the Massachusetts Port Authority I believe you know that to build a hospital. That's a difficult question. We do community relation-wise, recreation-wise what we think is appropriate.

00:01:42,159 --> 00:02:38,959

Audience Member: Excuse me. I was the person that asked that question.

Edward King: Pardon me?

Audience Member: I asked that question.

Edward King: Yes, I didn't... right.

Audience Member: All right. We do not have a hospital in East Boston. And in the face of an emergency, without a [inaudible], I saw a police unit, 21 police wagons with the headlights on that night [inaudible] another airline. How would you like [inaudible] on one of those wagons [inaudible]? You want to give them money for scholarships? Build us a hospital! They need it where there's an airport. [inaudible] Give us one right here, where the people of East Boston can use of it! Chelsea, Mass, Winthrop, Mass, every other place has one, East Boston does not have a hospital! So, give us a hospital! Don't give us an airport.

00:02:36,560 --> 00:05:22,080

Edward King: All right, thank you, miss. The next question is—

Audience: [Applause]

Edward King: It's a form of a statement first and then a question. "I am one who remembers the beauties of Wood Island Park. Logan Airport has taken Wood Island from East Boston. What is Logan Airport going to give the younger generation people besides noise and pollution?" Well it would—

Audience: [Applause]

Edward King: All right. Now the best, and only, response that I may make to that is that at the time of the taking of Wood Island Park, which was about 1948, there is a legislative history, and all of you really would benefit by having that because you would then know that the exchange for Wood Island Park for airport expansion was agreed to by the city of Boston and the Commonwealth of Massachusetts and became a pact on the legislative agreement or legislative act in 1948. It resulted from a special commission which was set up that bill passed the House by a unanimous vote, so that was the situation. And in return for Wood Island Park the beach at Orient Heights, and the bath house, and other recreational facilities, and the park between the inbound and the outbound road at Logan International Airport were built in exchange. Now that is a matter of fact which is available to anyone who wants to research it or who wants to write, we'll see that they're provided that. You should be realistic. Don't blame the Port Authority for that. Blame us if you wish, but understand when you do that it is not so and that can be documented, and there's no point really in someone saying it is and we're saying it's not because that is documented, and I think that you really should understand that. Now, our next speaker is Mr. Martin A Coughlin.

Audience: [Applause]

Edward King: I would like to just make one other announcement I have two cards from officials, elected officials, I believe, or at least officials who have put them in prior, but because they have spoken at a prior meeting they must come after all of those who are here tonight who have not spoken at a prior meeting. This is one of the rules which has been adopted by the Authority. So if you're wondering what the delay is, that is it. We regret that.

00:05:19,280 --> 00:11:14,220

Martin Coughlin: Martin Coughlin, 64 London Street in East Boston, Chairman of the Board of the East Boston Area Planning Action Council. I'm here tonight to record that organization in opposition to your proposed master plan. We find this master plan sadly lacking in answers to the questions that the people of East Boston have been asking the Massport for several years. For instance, not shown in this master plan is what the Massachusetts Port Authority proposes to do with the vacant lots that are scattered throughout the Jeffries Point-Bayswater Avenue sections of East Boston. Not shown in this master plan are plans for the Belle Island inlet. Not shown are plans that Massport happens to have a relationship for the relocation of the Neptune Road area. The Massachusetts Port Authority so-called master plan, again, is simply an airport layout plan. The people of East Boston have told you time and time again this is completely unacceptable to be termed as a master plan. I noticed that—

Audience: [Applause]

Martin Coughlin: I noticed that the number of pages in this year's master plan, or proposed master plan, has increased substantially from the one page master plan that you've submitted to the legislature a few years back. One of the things that I would like to clarify here tonight, Mr. King, is perhaps you are not aware that some of us in East Boston have in fact researched the transfer of Wood Island Park and Marina Park and the related facilities to the State Airport Management Board, the predecessor to the Massport. Along with the transfer proposals were the development of a beach and construction of a stadium and so forth. But what has not happened is that it was to be developed in a series of stages. That the whole thing wasn't to be wiped out at once; it was to be wiped out as needed. And as you took certain pieces of parcels,

or as the your predecessors, have taken certain parcels of land they developed others and, when I say they developed others, these costs were born by the taxpayers of the Commonwealth and not by the predecessor of the State Airport Management Board, but by the taxpayers. Now, East Boston is the only area in the Commonwealth that has had to give up recreational facilities in order to obtain improvements in some. Now, one of the things that is sadly lacking is the understanding of the remaining 22 acres of Wood Island Park that were taken by the Massachusetts Port Authority and leveled by the Massachusetts Port Authority in the 1960s, in '65. Now, what has happened is that down at the end of Coleridge Street in Rice Street at the extension of Shea's Beach was another parcel of land that was to be developed as part of the recreation complex, so that, in the end, when the Massachusetts Port Authority has taken over and taken over the assets of the State Airport Management Board, I contend that you also must pick up the liabilities. You managed to pick up the liabilities of the Seaport debt in which you still owe the city of Boston somewhere beyond 15 million dollars. I say that you still owe the people of East Boston 22 acres of recreational facilities. Not on loan, not for use, and not contingent on the fact that you might lease it to us for a dollar a year, but you owe us outright replacement of 22 acres of land. Now, when you go to research your legislative mandate, I hope that you look into it with more detail. And the fact is that Massport has shortchanged the people of East Boston.

Audience: [Applause]

Martin Coughlin: One of the other things that I feel is sadly lacking is the fact that while you're conducting these hearings throughout the communities that are affected—and we've of course been fighting for that for years—is that they're really not being conducted in a manner that really allows community participation. There are several parcels of land in each of the neighborhoods that you have been working in that people who are Buddhist, very much concerned about that when they come to a public hearing and they ask questions on they don't really want to hear, "Well if you give me a call tomorrow morning we'll be able to give you an answer." We feel that these plans ought to be included in your so-called "10-year Master Plan." We think that if you're buying up this property in our neighborhoods you must have some idea of what you're going to do with it within the next 10 years. People don't just go out as good neighbors and buy up someone's house and tear it down. We don't feel that that is a good community relationship with East Boston and Massport. In closing, you've heard all of our arguments time and time again whether you've heard them on radio, you've read them in the press, or you've heard us shouting at us—at you. The fact of the matter is you've heard them. You know where we stand, yet you continue to come back to us with token presentations. I hope that in the future that the amount of effort and the amount of detail that Massport will put in to what is actually happening in the affected neighborhoods will go into as great amount of detail as you've put into your relocation of the clams in the Bird Island Flats area. Thank you.

Audience: [Applause]

00:11:23,279 --> 00:13:22,160

Edward King: Thank you, Mr. Coughlin. I would make one suggestion to you. The first time I've heard of that Coleridge Street possibility is just right now. Pardon? Oh, I thought you said something. It would be helpful if you would take the time, at your early convenience, to drop me a note outlining that and I will promise you that we will look into it, but whatever someone

else should have done some years ago—for this minute anyway—is not Massport's. But I will look into that if you drop me a note outlining that claim.

Audience Member: I have a suggestion for your \$80,000 consultant firm to try and include your public relations and ask them.

Audience: [Applause]

Edward King: Thank you. Now, the next item is—lest the mayor hear that there was a possibility we owed them 16 million I hope that Mr. Coughlin will stand corrected—that that money is not really owed even to the Commonwealth but owed only when the cash received by the Port on account of its port, maritime operations, exceeds its disbursements in any year. So there is a—pardon me?

Audience Member: Stop buying the homes with stolen money and go back [inaudible]

Audience Member: If you had [inaudible] with a million dollars [inaudible] we would have had a system [inaudible] a million dollars [inaudible]

Edward King: All right. We'll go on now.

Audience: [Applause]

Edward King: Alice Christopher, please. Alice Christopher? Please.

00:13:31,680 --> 00:21:03,840

Alice Christopher: Gentlemen, I have no statistics or a prepared statement. These are all extemporaneous comments. I thought perhaps you'd like to know the life of an ordinary citizen in East Boston, how we get through the day. Now we'll start with after supper. After supper in other communities families are able to gather and watch television; in East Boston that's impossible. Now in other communities the summer is referred to as the lazy hazy days of summer; in East Boston it's a nightmare. Now you're not able to sit with your family and chat with your family and go over the events of the day because the jets are roaring overhead. So, you'll try taking refuge to the street; in East Boston neighbors congregate on their doorsteps. Now you sit in the doorsteps with your neighbor, are you able to talk to your neighbor? Impossible you're not able to communicate with your neighbor because the jets are still roaring. Now, you get frustrated you go upstairs you say, "Let's try sleeping." The only constructive thing that Massport has done for me: it has taught me to pray in a hurry.

Audience: [Laughter] [Applause]

Alice Christopher: Now if, perhaps, I should fall asleep—I live on the top floor of a three family dwelling—and that jet comes roaring overhead, in 30 seconds flat I can wake up, clutch the mattress, and say 10 Act of Contritions.

Audience: [Applause]

Alice Christopher: Now the children are awakened. Everybody's walking around the house. The jets are still roaring. It's hot, but you got to shut your windows; you got to pull down the storm windows; but still; you can hear the jets. Not too bad, so you can sweat. Now the Surgeon General has determined that cigarette smoking is dangerous to your health; I should stop smoking. But what else am I going to do all night besides try to comfort my children? I smoke! Okay, we go on to the next day. In other communities people are able to enjoy the lazy, hazy day of summer. Am I? No. I can't go to the [inaudible]! That beautiful island, it's gone!

Audience: [Applause]

Alice Christopher: So I have to go to Constitution Beach. Now, while I'm sitting at Constitution Beach I would still like to communicate with my neighbor, but I cannot communicate with my neighbor because right across the bay, within swimming distance, are 10 jets lining up and they've all got their motor revving, so I cannot talk to my neighbor. We either use sign language or we scream at each other. Now Constitution Beach, isn't that a wonderful place? If the tide is out, the water is always dirty. If the tide is out, you have to keep eagle eye—don't you dare take an eye off of one of your children—because it might go one step beyond the barrel and that ends that. There's a deep drop there; if you don't know how to swim, you're done for. So, when the tide is out, don't go to Constitution Beach. So then, after that frustrating day, we go back home. I'm going to pull in the wash that I put out at 10 o'clock. I put out a whitewash; I'm pulling in a black wash. Now the Attorney General—

Audience: [Applause]

Alice Christopher: Now the Surgeon General has determined that cigarette smoking is detrimental to my health. I wonder what he thinks about all those fumes I've been breathing in all day. Now, if I've got some energy, I might wash a window before supper. Other people wash the window, they do it once; it's clean. I've got to wash it four times in succession because I can't get that film off—you know, that greasy film. So that brings us to supper again. And it's one vicious cycle that goes on day in and day out. Now let's go into the fall when the children go off to school. Other mothers are delighted; their children are being educated. I'm not delighted because my children's education is always interrupted by the aircraft noise. You go up to the high school, the teachers will tell you that they become frustrated with the aircraft noise. The children come home, they tell you that they are frustrated because the class has been interrupted x number of times. So now the destiny of my children is being ruined because they don't have an equal opportunitied education. How are they able to compete with other children from other communities that their education is not being interrupted? Now let's get on to the economical impact. Anybody with half a brain knows that any home in East Boston the value of that home has deteriorated because who in their right mind is going to buy a house next door to the airport? Now if you own a house and you should be happy to be very fond of your neighbors, you were born up in that area, you went to elementary school all through the line you received all your sacraments at a certain church, and you want to stay there, if you should own the house you're reluctant to improve it because Massport might swallow it up. If you should lose a tenant you're very lucky if you can replace a good tenant. That's that. Now let's go on to labor. I'm so delighted that no one from a labor union has spoken yet because I come to all these meetings and there's always some somebody from a labor union saying that East Boston is against progress and they're against labor. Tell me who built the first harbor tunnel? Labor. Who built the second harbor tunnel? Labor. Who built Logan Airport? Labor. And now they want to build the third harbor tunnel? Why don't they go into some other community and do some building? I think we've already given up enough. So what it all boils down to is you're really not concerned about us because if you were concerned about us you would abandon plan for expansion. We can live with you as you are now, but expanded it would be impossible. Thank you.

00:20:58,320 --> 00:22:33,280

Edward King: Right, thank you.

Audience: [Applause]

Edward King: Thank you very much. Mrs. Christopher. Next we will have two questions from two individuals, one on Ardee Street in Maverick. I'll read both questions; they're basically the same. And I'll ask Mr. Callaghan to answer those questions. "What are you going to do about the noise we get from trucks and planes in the parking lot across from Maverick Street and APUs running all night?" The second question is, "Why must there be a continuous running of APUs all night causing a tremendous health hazard to all living in the Jeffries Point Area section, especially Maverick Street, causing sleepless nights, causing great nervous strain, et cetera to all? We have tried and tried to have these machines stopped but to no avail. We'll have signs that say no run-ups, but no one pays attention to them. The smell and pollution from planes having run-ups in the Jeffries Point Area is sickening. We are not in favor of the stall runway or extension of runways for they are a terrible hazard to all the people in East Boston and surrounding areas. Why must Eastern Airlines run their motors all night?" Mr. Callaghan is a better respondent than I on that.

00:22:35,200 --> 00:24:08,320

Thomas Callaghan: I'm being called on because I'm the coordinator of the Logan Airport Noise Abatement Committee and I direct the night noise monitor which is a contribution to noise abatement that Massachusetts Port Authority has provided which, I think, is the only noise monitor in the country, as far as I know. To take the situation in its full context Betty Mazzarini spoke the fact that there was noise the night that I was at the trailer with herself and Millie and Anna, Mike, but what I disagreed with was that there were overflights. I didn't disagree that there was noise. I did go outside, and there was a takeoff from the runway that was causing a noise in the area, but overflights of Neptune Road—I'm sorry—overflights of Jeffries Point do not occur unless there is some highly unusual circumstance. Number one.

Audience Member: [inaudible] planes [inaudible] the sound.

00:24:04,320 --> 00:25:22,960

Thomas Callaghan: Number two. In regard to the noise on Maverick Street we have continually, through our night noise monitor, sought to lower the noise levels on Maverick Street and that general area. The Maverick Street area three or four people have continually complained about the noise. We have sent the night noise patrol over there. We have taken soundings. We have a continual record of the noise in that area. We do shut off the APUs, the auxiliary power units, on occasion when we—

Audience: [shouting]

00:25:19,919 --> 00:26:30,480

Thomas Callaghan: Excuse me, Excuse me! I didn't say that the APUs—

Audience: [inaudible]

Audience Member: Give me one good reason why those planes have to be going all night long!

Audience: [inaudible] It's about time you do something. [inaudible]

Audience: [applause]

Thomas Callaghan: The night noise monitor has worked hard on this problem and I'm sure that he will continue to work on it.

00:26:36,400 --> 00:27:45,520

Edward King: Thank you, Mr. Callaghan. I have—

Audience: [shouting]

Edward King: Wait a minute now. We have a—

Audience: [shouting continues]

Edward King: All right, just one second—what was...?

Audience Member: [shouting]

Edward King: Wait a minute, please. What was the question, please?

Audience Member: [shouting continues]

Edward King: Oh look, why—would you please sit down or..?

Audience Member: [shouting]

Edward King: Well if you'll sit down we'll get to that. Now would one stand up please and ask the question.

Audience Member: I want to know about the APUs what're you going to do about it and also all those planes coming in and out of that parking lot over there running up their noise running right ahead in there!

Edward King: Okay. All right.

Audience Member: [inaudible]

Edward King: Okay. All right. Now that's enough for one minute. Now just one second. What about the APUs at night? Do they run at night? I'll permit the gentleman to answer, please. And what do we do about it?

00:27:45,679 --> 00:29:06,240

Thomas Callaghan: Number one. The night noise patrol takes noise level readings throughout the airport on the hour. The recordings down in Maverick Street are taken periodically. If there are complaints or if the noise level from auxiliary power units reaches an unusual level then there is action taken. Now, in all instances, the action may not satisfy people, especially those people who want to sell their homes down there. Now, if people want to sell their home, then they should petition the authority and tell the—

Audience: [shouting]

Thomas Callaghan: I'm not speaking of all of the people or even many of the people in the Maverick Street area. I believe I've answered the question, thank you.

Audience: [shouting]

00:29:02,000 --> 00:30:37,840

Edward King: All right, just a minute. Just a minute. Would the same gentleman that asked the question stand up, please? Was that question answered?

Audience: No!

Edward King: All right, just a minute. Just one. Now, what's the question again, then? Please? Go ahead.

Audience: [shouting]

Edward King: The gentleman has asked the question about the APUs running at night and what is done about it or why isn't something done about it. The answer is that the operation of APUs at night, while undesirable from a neighborhood view a viewpoint and, while we don't like to

have them—particularly when there are complaints—is not against any rule or regulation. And something that our noise patrol can only suggest: close the door, don't do it, do it at a more appropriate time (9 or 10 at night versus midnight or 6 or 7 in the morning versus 4) we cannot, do not have the right to say, "Stop." The APUs—yes, sir? Wait a minute, please. One at a time.

Audience: [shouting]

Edward King: Now, we've done fairly well. Go ahead.

00:30:42,880 --> 00:32:15,840

Audience Member: [inaudible] remove their planes away from the hangar and take them to the other side of the hangar. [inaudible] Why don't they [inaudible]?

Edward King: Well I think that that's a noise abatement measure that should be affected and—you know—enforced when it can be and I would be surprised if there was an opportunity to put an aircraft on one side of the hangar that meant less noise for somebody when it was just as easy or just a little more inconvenient even to put it on the other side. Now if you're willing, I'm sure I will personally have a meeting with you and any others you wish. Just a second. Really? Why don't we do it one at a time? It's a lot more orderly. No one interrupted you. If you want to speak just sign a card. We'll be here, and we'll get to it that way, if you wish, all right? Now, how about the second question on the small aircraft? What was that again? You said something—

Audience Member: [inaudible] all day long [inaudible] we're going down there to see what we can do about it.

Edward King: You're saying all—

Audience Member: [inaudible] Mr. Callaghan, he's got a complaint a couple times [inaudible]. [inaudible], Mr. Callaghan?

Edward King: One question, are you talking about daytime?

Audience Member: Nighttime, too!

Edward King: Well, is there any correlation in there?

Audience: [inaudible]

Thomas Callaghan: [inaudible to King]

Edward King: [inaudible to Callaghan]

00:32:21,679 --> 00:33:06,960

Edward King: Yes, this has happened. Tom Callaghan advises that there have been a couple of pilots who have refused to take the noise abatement suggestion. They have been cited by a letter and so I said, "Well what's the eventual result if this happens a second and third time?" And the answer to that is that they will not be invited to come to Logan to the extent that we can prohibit it. I'm sure that it won't come to that sometimes. A person reacts when confronted at a time and ego or whatever permits them to take a defensive position. I'm quite certain that you can count on the same people not doing that again. Okay? Now I have a statement from Patrick F Mc—wait a minute,

Audience: [inaudible] when are we going to have a meeting [inaudible]?

00:33:09,360 --> 00:34:21,839

Edward King: Well I think you can have it anytime Thursday or Friday or Saturday before, generally speaking, this 6 o'clock or 6:30. You will do that but we want to be sure that the person from East, and the right person—I don't know who that is, but I will find out. In other words you want to do it this week? All right. I am responsible for arranging that. Then I will do that. Now as I understand it here, it's a statement that counselor Patrick F McDonough, president of the City Council would like read in. If I'm at error and he's here and would like to speak he merely has to say so after I read it. "As an elected city council of the people of East Boston I am opposed to any plan for the further development of Logan and until such time as the plan has general or at least substantial community acceptance. It is obvious tonight that the present plan has not achieved that acceptance. Patrick F McDonough, president Boston City Council."

Audience: [applause]

Edward King: Excuse me. Right. By all means.

00:34:25,919 --> 00:36:30,320

Patrick McDonough: I've actually, as you may determine from reading my note—said substantially what I want to say here tonight. I get paid for representing these people as you get paid for doing the job for the Port Authority. It's obvious to me that this community is unhappy with the plan for the extended runways, for the STOL runways, for another harbor crossing. Tonight, I don't know that your plan can ever win acceptance here in this community it seems to me that anything, anything that might be done to enlarge, to further expand Logan has necessarily got to work to the detriment of the people who live in the community, and as a result, I don't see that you can develop any plan which will, in fact, make a substantial portion of this community satisfied, and I would expect, as their representative, for that reason to oppose any plan. I am encouraged by the fact, at least, that you come here, that there an exchange of ideas. I repeat, that as far as I can see any further expansion of Logan is going to hurt this community and the people of the community, and I can't see any accord being reached; however, if the day should come that there is such an accord and if the day should come that this community will accept a plan, I, as their representative, will at that time accept it. But only at that time. Thank you.

00:36:27,200 --> 00:38:47,839

Edward King: Thank you, council. I'm sorry for the oversight.

Audience: [Applause]

Edward King: Now, we are getting down closer to the end based, at least, on what I have. We have a question and it reads very well and I understand it. "I hope you will forgive me, but I was hoping that you would have responded to my statement, question then, who is responsible for the airport's adverse effects and are there any medical advisors on the Port Authority staff and what are their conclusions?" Well, we really do not have any medical advisors unless one were to suggest that the Massachusetts General Hospital, through its medical station operation at Logan is a medical advisor. I really don't believe that that's a proper classification. We have though funded hearing tests through the Massachusetts General Hospital and the results that we've received to date, however preliminary, do not indicate that there are, generally speaking, in the school children—they're younger of course—any adverse effects. But "Who is responsible

for the airport's adverse effects?" Very complicated question. "What are they? How are they established?" I believe this was probably talking physical or mental as opposed to economic. I think that—realistically, we're all here; we've all heard each other—those that are still here, we've seen people come up and say how terrible it is day in and day out, yet they all look fairly well, and they're all certainly able to speak and think. So that's really

Audience: [shouting]

Edward King: Now really, you'll have to accept that as my best on that particular question. Now we have one more question from a gentleman on Saint Andrew Road. The question is, "In the research for noise abatement, is Styrofoam being checked and studied?" I would refer that to Mr. Mooney for an answer. "In the research for noise abatement is Styrofoam being checked and studied?" Please.

00:38:49,040 --> 00:39:55,040

Richard Mooney: In the attempt to reduce the noise of aircraft engines, or reduce noise at the source, acoustical materials are used in the newer types of engines such as the DC-10 the L-1011 and the 747. There is a plan for retrofit of existing engines,—

Audience: [inaudible]

Edward King: Please.

Richard Mooney: —the older types of engines, and it does utilize acoustical treatment within the engine to cell. Styrofoam is not a tough enough material to withstand the velocities of the air that go through the engine, but materials that are even more effective are used so that, we feel—and it's been demonstrated in recent tests that were conducted at in Washington about two and a half months ago—it's demonstrated that the noise can be reduced between 10 and 15 decibels, which is quite significant.

00:39:52,720 --> 00:41:21,839

Edward King: All right, thank you very much. If the gentleman who asked that question has any further questions, Mr. Mooney would be delighted either to hear it or to answer it privately afterwards. One more question from 298 Maverick Street, "Would you consider," I believe, "planting of trees along Eastern Airlines toward Maverick Street? Additional pine trees. This would absorb more noise." I've asked Mr. Bratt here to hand me a layout plan, so I'll look at it. I may be mistaken, and I would suggest that the young lady who asked that question speak to us afterwards, we'll look at a plan together. I do believe that that's an area that we are working on and around which some type of noise barrier is being planned. Exactly what it will be, trees, 8 foot, 12 foot, wall, or whatever has not been determined, but I'd like to be sure first that it's the area you're talking to, and you can feel free to point it out to Mr. Bratt and then we'll be able to better answer the question. Another speaker, Mr. Kenneth Whalen, South Boston. Is Mr. Whalen here?

00:41:23,839 --> 00:42:37,119

Kenneth Whalen: Thank you very much, Mr. King. Ladies and gentlemen. I've got one question here that every meeting that I've ever attended on the Port Authority—and they've been lengthy as I live in South Boston and I've also been having the planes land on our rooftops. I lived in the third floor—and I've always asked the same question. I never got the reply. This is

the first time, so my question is, what is the purpose—and this is always overlooked at every meeting that I've ever been at—is what is the purpose of the Mass Port Authority?

Edward King: You are requesting and answer to that?

Kenneth Whalen: Yes.

Edward King: The purpose of this meeting or—

Kenneth Whalen: I'm not being facetious. I'm serious.

Edward King: I know. The overall purpose—creation—of Massport?

Kenneth Whalen: Yes.

Edward King: It was to improve and make competitive certain designated transportation facilities within the port of Boston which included Logan International, Hanscom Field, Mystic, Tobin Bridge and Logan international Airport with an additional right and authorization to study, but not implement, any and all other things affecting transportation, and some are listed, but it wasn't all inclusive, such as bus terminals, parking lots, terminal site developments, warehousing that type of thing.

00:42:41,280 --> 00:43:27,839

Kenneth Whalen: Well, you know, I worked as a longshoreman for two years, and I noticed now that many men are unemployed because of the warehouses that have been made out of the places where we used to unload the ships. This is not working towards the people. My main point is this: meetings such as this have gone on, why has Senator Bulger from South Boston asked that the Massport be investigated? Last year I remember reading that in *The Tribune, South Boston Tribune*. My point that I want to make is this: any authority should work for the people. And I'll leave you with a question, if you have to have meetings such as this, is this authority working for the people? Thank you very much.

Edward King: Thank you.

Audience: [Applause]

00:43:28,079 --> 00:46:22,729

Edward King: Another very—excuse me—difficult question from a young lady on White Street, “What do you plan to do about the schools in East Boston or do all of our children have to graduate in kindergarten?” Well.

Audience Member: What is the lady's name?

Audience Member: Ms. Recupero

Edward King: Yes. Joan Recupero, 46, I believe.

Audience Member: [inaudible]

Edward King: I certainly have no objection to doing that, they're all a matter of record, but I just had the feeling, maybe, that some preferred not to. No one else objected and Ms. Recupero didn't, but you did, so it doesn't make that much difference. The question was, “What do we plan to do about the schools in East Boston?” We don't have any plans to do anything specific about the schools in East Boston. A roundabout answer is that we were willing, when requested, to respond to a suggestion made by the city of Revere. I'm rather certain, although it would require duplicate authority action, that had the plan and Revere been successful, that the same would have been offered. In fact, we had the same type of dimensions length from end of runway in the Revere situation applied to East Boston and South Boston. I don't think that

because to date the situation with Revere has not been accomplished. It hasn't worked out as both sides wished it to that precludes the similar type thing. It was planned, Revere, or some variation from occurring. We have responded to a request from a high school in the area, Savio High School—they're only two, so you probably know it—for some type of experiment on a firmer or a stronger type window to see if the sealing-in type of window would help reduce the noise. We've contributed to an overall improvement program at Savio, and I believe the results have been successful. So I would say, in summary, that we haven't any specific plans at this time. We are open and—I would trust—be absolutely receptive to suggestions from the Boston school system. Now I have two notes, and I agree that the matter should be addressed Ms. de Angelis says that, in addition to the statement that I indicated she wanted to put in, that she wants to speak. She's perfectly welcome to come and do that as all the others.

Audience: [Applause]

00:46:27,040 --> 01:02:24,559

Edith de Angelis: Thank you. Father Celeste, members of the board, MPA staff, my name is Ms. Edith G de Angelis of 388 Meridian Street, East Boston. I am here tonight to express my opinion as a lifelong resident of the Eagle Hill neighborhood of East Boston, but also as the expressed desire of the members of the East Boston Master Planning Land Use Advisory Council. Tonight, August 21st 1973, as so many times before, the residents of East Boston community are present at a meeting to discuss their views in relationship to their destiny. But our past experiences indicate that it is a frustrating and futile attempt for survival since the special meetings and hearings are held to meet federal guidelines and very rarely, despite even emphatic and very nearly unanimous decisions and expressions of opinion of those in attendance, does anyone listen to the people and plan or implement proposals relative to their expressed desire for health, safety, lessening of detrimental environmental impact, and improving the quality of life of the residents. Since the hearings most often are considered a farce, it is little wonder that apathy and/or militancy very often result. Nevertheless, some of us will continue to assume the right, privilege, responsibility, and obligation to sincerely and candidly express our viewpoints and our plea for the improvement of the quality of life of the residents of our hometown and the survival of a viable residential community. Now, specifically in relationship to the MPA draft master plan, we the members of the East Boston Master Planning Land Use Advisory Council are vehemently opposed to any further expansion of Logan International Airport or Massachusetts Port Authority facilities whenever the health, safety, educational, or recreational needs of the community are jeopardized. The airport layout plan, including two runway extensions and a STOL runway, are fundamentally the same proposals projected by the MPA staff in the past and have been vociferously rejected on numerous occasions by the residents of neighboring communities and other humanists for a long period of time. Numerous individuals with expertise in this field have analyzed the proposals and indicate to us that they do not mean less noise and more safety as claimed by the MPA but the reverse, more noise and less safety. Even the MPA consultants indicate that more planes could be using projected extended runways; therefore, we ask you, how could more planes taking off, landing, taxiing, and all the related ancillary support services indicate more safety and less noise? The STOL runway initiates a new flight path into the Jeffries Point neighborhood—even though the MPA says it doesn't (we would like to see that proved if that ever comes about)—where one does not now exist and

yet, I guess, we have claims that some planes are managing to come over this area. An additional intrusion of environmental pollution impact into a densely populated, stable residential community would also result. In respect to the nighttime curfew, the MPA in the past has rejected the nighttime curfew on economic grounds only. Another example of this progress-at-any-cost philosophy as so previously experienced by this neighborhood by the Port Authority. Are a few dollars of profit more important than the psychological and physiological health of thousands of residents of the neighboring communities? The members of the East Boston Master Planning Land Use Advisory Council support a full eight-hour jet nighttime curfew as a potentially significant improvement upon the health, safety, and peace of mind of the residents, particularly those within the flight pattern of low-flying planes. Since viable airports throughout the world can impose such curfews, why is it impossible for the MPA to make such concessions and as a result improve the quality of life and the rest for the residents of the impacted areas? The absolute need for this curfew has been documented in the study quote, "The Feasibility of Reducing Noise" which was commissioned by the Winthrop Noise Committee and the East Boston Community Development Corporation. We accept their report and consider their recommendations as a bare minimum in order to alleviate the perpetual noise pollution during the evening hours. In respect to ground access, the MPA draft master plan proposes a four-lane third harbor tunnel crossing and—rumor has it and I guess newspaper accounts indicate—that the MPA executive director proposes a four- to six-lane highway through East Boston, which is totally unacceptable to this council. The executive director should be reprimanded by the MPA board of directors for going out to the public and proposing such a horrendous proposal. Furthermore, the residents of East Boston Winthrop, Revere, and other communities have at numerous meetings including large BTPR meetings, many hills right here in this hall, emphatically opposed any and every proposal for a third harbor tunnel and any other highway dissecting our community. Some worthwhile proposals, such as a ferry service, which have come from these hearings have been conveniently ignored rather than explored and implemented, at least on a trial basis. In respect to category two, a modification of the instrument landing equipment has the potential of increasing up to 1,300 flights per year over the homes of Eagle Hill as well as the Neptune Road neighborhoods and all the schools within that geographic area. The MPA proposal for category 2, with the increased flights up to 1,300 over heavily impacted residential neighborhoods and at least five schools, is totally outrageous and out of the question, particularly in view of the tragedy of July 31st when 88 lives were lost due to multiple problems during a descent and approach through such an instrument landing system. If the same degree of error existed in an approach over Eagle Hill, Neptune Road, Saratoga Street, in the homes in those areas are over one or more of the 93 oil storage tanks in East Boston. The tragedy could have well been a major conflagration. This constant anxiety and fear of the people of East Boston should alert the MPA staff and board to cease and desist from accepting or discussing any proposals which encourage over-home approaches of aircraft. The tragedy of the latest plane airplane crash at Logan in no way should encourage or support the theory of extending runways to avert such accidents. Without attempting to place the blame, we must truly analyze the accident. At least three serious variables of error were involved in the approach according to the preliminary reports quote, "The plane was too low and off course. The elevation: it was 200 feet too low. The approach: it was 167 feet off to the right. The touchdown: 4,000 feet too short." I would like to make some quotes directly from the

newspaper accounts that followed, and I'll try to be as brief as possible. Number two: "Logan's ground surveillance radar system has been out of operation for more than a year. Without a ground level radar, and with because the tower controllers could not see the end of the runway in the fog, there was no way the pilot could have been warned he was too low." *Boston Globe*, August 2nd, page 6. Three: "Planes log had noted problems. Federal officials confirmed that a log book aboard the plane used to record crew members complaints about the important instruments referring to the navigational equipment contained notations for July 25th, July 26th, and July 27th." *Boston Globe*, August 4th, pages 1 and 4.

Edith de Angelis: Would you take these please?

Edith de Angelis: Number 4: "Boston fire alarm headquarters recorded the alarm at 11:22 a.m. some 13 minutes after the estimated time of the accident." *Boston Globe*, August 2nd, page 6.

Quote 5: "The possibility that a greater tragedy was averted was raised last night when the FAA official disclosed the two planes scheduled to land minutes behind the crashed aircraft had been cleared to land by flight controllers. The flights were Easton 1020 in American 400, due to land 3 and 6 minutes behind the Delta flight." *Boston Globe*, August 2nd, page 1. Number 6: "Keepers, that is the chief flight controller at Logan, is reported to say that he indicated the two planes were given clearance to land because of a mistake, a mistake somewhere." *Boston Globe* August 1st. Seven: "In a poignant letter to the editor, Mr. McMann of Winthrop indicates his concern and anger that the aviation department of the MPA prepared a March preliminary master plan review which the authority distributed in May to residents of abutting communities in which it stated in airport facility summary under nave aids as follows, 'Radar, ASR, and ASDE airport surveillance surface detection radar,' he says, 'an inoperative system is simply no system.'" *Boston Globe*, August 14th, page 22. Why do I review the incidents of that horrible crash which caused fatalities for all but one passenger? Maybe that tragedy can prevent similar tragedies and possibly even avert a major conflagration of an entire community. The tragedy should not give the MPA staff a license or an excuse to claim the need for longer runways, more aggressive expansion plans of Logan, or any other unreasonable or irrational claims. The fact is we must demand safer aircraft by removing from service those planes that have been reported defective. We must insist that the MPA install and maintain an efficient and effective operational state, the surface detection radar system. We, must prevent at all costs, further attempts to have the ILS systems as planned in category 2, or any other over-the-home approach aircraft approaches; therefore, category 2 will obviously be in not in the best interest of the health safety peace of mind of the residents of Chelsea and East Boston. Incidentally, for your information, it has been reported that four additional crashes could have occurred within a very short space of the time of the previous crash. An unconfirmed report by an MPA mechanic indicated that a Delta airplane came in for a landing with only one engine. The FAA report, which was confirmed by control tower, the two complaints two planes were cleared for landings within 3 and 3 minutes of the crash, even before the construction engineer alerted the fire chief. Fortunately, both pilots aborted their landings at Logan and another plane also ran into a problem within a short space of the other crash with the ingestion of birds, lost an engine on a takeoff, and had a return to Logan. Thank God we didn't have any other tragedies. The need for a third harbor crossing also should not be supported due to the catastrophe East Boston residents are literally locked in or locked out of their community at times of serious accidents, fires, potential catastrophes, and tragedies such as the plane crash. All vehicular traffic, except

for emergency vehicles, are prohibited through all lanes of both tunnels; the same would be true if 3 or 6 or 9 tunnels were available. I might add a personal note—I was doing a charitable act, bringing a neighbor to a hospital, we waited over an hour and a half for her to be admitted when someone said, “Anybody’s to be admitted. You can’t be admitted there’s been a terrible plane crash.” We were locked in town and we didn’t get home till after 4 o’clock from 9 o’clock in the morning. So we know what it is to have the fear of being trapped in East Boston are locked out when our dear ones are here. Since the traffic congestion generated in East Boston as a result of the closing of the tunnel literally makes us prisoners and potential victims of a catastrophic disaster such as an oil farm explosion, et cetera, the proposals to build an offshore oil terminal with pipelines through East Boston with a tank farm and pumping station in the Belle Isle Marsh is—if you’ll excuse the expression—asinine. First of all, East Boston already has more than its share of oil tank storage farms and tanks, something like 93, as well as oil point pipelines thanks to the MPA. We are already a potentially explosive powder keg. Belle Isle Marsh lies within the approach path for runway 22-L. To place more oil tanks deliberately under an approach path presents one of the most ridiculous proposals yet, and yet, this doesn’t even show in the master plan. Finally, Belle Isle Marsh almost—and I believe the MPA board has sanctioned, if I’m correct, the approval of a study to the study the feasibility of putting the offshore oil terminals and the tank farm on Belle Isle, and it doesn’t appear in this master plan which is very interesting. Finally, Belle Isle Marsh is a very much alive saltwater marsh, one of the few left in any urban community. Because it is a wetland, you must remember it is protected by state legislation. It is absolutely imperative that the integrity of that salt marsh and its related ecosystems be preserved and protected not only for future generations but also for the prevention of floods. We know we know what happened at Orient Heights when a farm was made into a housing area and the flooding that resulted, so we know what happens when you tamper with nature. The potential value as an educational and a recreational resource, as an outdoor classroom for our children that are denied so many other advantages, and also for its economic value due to the marine life in the shellfish beds. Despite the MPA suggestion that was quoted that the Belle Isle Marsh is dead, scientific studies that have been sent to the Port Authority—I believe—have documented the viability and the life of the Belle Isle Marsh. Incidentally, I hope that the Port Authority is aware of this but I have a letter that was sent on Massport stationery—

01:02:22,160 --> 01:02:37,129

Timekeeper: [rings bell]

Edward King: 20 minutes.

Edith de Angelis: —by Neil Lynch, attorney

Edward King: That is 20 minutes, double the allotted time. Are you nearly through?

Edith de Angelis: I’m nearly through.

Audience: Let her speak! [inaudible]

01:02:38,160 --> 01:09:50,960

Edith de Angelis: Thank you with the indulgence of the members of the austere body right here Thank you very much. It concerns all of us, and I know you feel the same way, even though some of you are too timid to get up and speak your own mind. This is a quote from an

evaluation report of the Winthrop Connect Road by the BTPR, and it's a letter sent to Mr. John Wofford, director of the Boston Transportation Planning Review, by Neil L. Lynch, attorney of the Massachusetts Port Authority—which is very interesting because previous claims of the Port Authority said Belle Isle Marsh was dead. So their attorney has come out and said it's very much alive, and it should be preserved. Quote, “With regard to the applicability of section 4-F of the Department of Transportation Act of 1966, this is environmental impact studies, which are required now, as amended the area of question is at present vacant land,” referring to the Belle Isle Marsh, “much of this area is subject to tidal flooding and the Massachusetts Port Authority has no present plans to change the character of this area.” And yet, over the years, we've heard so many times in the past—this was dated '72—but we've heard so many times in the past the great plans for the offshore oil terminal and the oil tank pumping station farm right at Belle Isle. “Much of the area is subject to tidal flooding and the Massachusetts Port Authority has no present plans to change the character of this area. It is the opinion of the Authority that this Belle Isle Area is in fact significant for the purposes of section 4F,” and please remember this,, and remember it very well when you start coming to hearings on the proposed offshore oil well, “While the area does not qualify for a public park or recreation area, it may well be because of its natural state: a wildlife waterfowl refuge of some significance.” Remember also, that is protected by legislation. Furthermore, in a joint press release—it sounds like Betty and Joe and a few of us got together and made these speeches simultaneously and we had no comparison or meetings, but we have pointed out many of the same issues. Furthermore, in a joint press release on March 2, 1972 of the East Boston Neighborhood Council Legislative Committee in the East Boston Recreation Master Planning Land Use Advisory Council, many MPA properties were cited, including Belle Isle Marsh, which the MPA should turn over to the residents of East Boston for recreational facilities and for much-needed buffer zones. Speaking of the trees in Maverick Street, I think I've been to at least three or four hearings or meetings or Port Authority board meetings when the trees in Maverick Street have been promised to these people, and I still don't see them. Do you?

Audience: No.

Edith de Angelis: Okay. So we need these buffer zones all over Neptune Road, up in the Harbour View Area, down here in Maverick Street, in Eagle Hill, and so forth. The lands taken for airport expansion including, and desecrating, to the memory of those men that gave their lives from East Boston World War One Memorial Park—and don't ever forget it. A marina field and marina park, and even though these two islands were not part of our mainland, our residents from East Boston had the ability to go to the islands, Governor's Island and Apple Island, which are now part of the runway system. In the in impartial payment for our grave losses of open space and recreational facilities and for the pain and suffering due to the previously uncontrolled expansion of the Massachusetts Port Authority. Last, but not least, the reading of the draft master plan study makes one feel the MPA staff have wings that flutter like angel wings. Letters of support and consultant reports the favor of the MPA proposals are very clearly noted. Other letters and reports rejecting MPA proposals, letters from the community, et cetera are not visible or not mentioned or, if mentioned, only in a cursory way. For example, where is the letter from the Boston Conservation Commission rejecting the proposed tidal flat filling for the further expansion for category 2, which still exists on your master plan, for the glide slope runway 15R—remember—that will bring in 1300 more flights over Eagle Hill. They're not there. The

environmental impact would be so severe, as cited by the Boston Conservation Commission, and the increase of pollution would deny the people from East Boston from using Constitution Beach. The acceptance and incorporation of the BRA general plan incorporated in this study for East Boston just further shows the Massachusetts Port Authority's insensitivity to East Boston since that master plan of the BRA was rejected by the people of East Boston except for the parks. And because that plan was planned for us, and not by us now, we are working in cooperation with city agencies and other agencies planning our own destiny and planning our own master plan. Statements found in page 3345, relative to truck traffic on local streets, may be made with good intent, but as any residents of East Boston, particularly from Maverick Street and Meridian Street, can testify that the trucks do use our local streets excessively. Most often they are overloaded, using excessive speed, and also riding over the solid yellow line in the center of the street. Since these trucks very often come in steady streams due to airport related activities, both up and down the streets simultaneously with freight, fill, automobile carriers, oil tankers, containerized cargo shipments, they do create—despite the statement and the report here—they do create a significant environmental impact and hazardous situation along our local city streets. When they are in violation of the law, the seriousness of their presence is compounded. Many a resident of Eagle Hill has spent many a sleepless night due to the oil tankers revving up motors, breaking and speeding up and down Meridian Street throughout the entire night—and I might also add, during the day as well. We won't even discuss the exhaust fumes that we not only have to smell, but we have to taste. Many times the uncovered field trucks, so heavily laden, deposit debris as they travel through the residential districts. An alternate truck route has been proposed for these trucks, and Mr. King has been quoted in the press as to agreeing with the proposal, yet enforcement is yet to be seen.

01:09:48,799 --> 01:12:51,840

Edward King: Ms. de Angelis...

Edith de Angelis: I'm just almost finished.

Edward King: Was—

Edith de Angelis: I'm almost finished. To an outside observer the master plan may look great: the MPA is sensitive to the needs of the community, it's compatible with the environmental standards set for it, it's concerned with its public image, et cetera, et cetera, et cetera. But to the residents of East Boston, Winthrop, South Boston, Revere, Chelsea, we know better. We can show those areas where our communities have suffered due to the previous airport expansion plans. East Bostonians particularly can show the results of pain and suffering and show our scars. Don't tell us to go away because we were here first! And many of us have had many families and many generations that have been here long before there was even a little municipal airport. We want to live here but we want to live here with peace of mind and safety. But we are also entitled to our birthright and, therefore, the MPA must seriously and sincerely address these expansion plans and the detrimental impact—continuing detrimental impact I might add—to the surrounding communities. It is impossible to conceive or convince those who have suffered so much, from so long, and have been so exploited by the environment and the quality of their lives by autonomous, powerful, uncontrolled authorities that things are really going to change for the better. We know better. If the proposal for an airport in Dover was dropped immediately due to the impact upon the environment and the quality of life of the residents

then any further expansion of Logan should be killed for the same reason. If residents of budding regional airports can protest and reject proposals for expansion plans of their airport then East Boston should not receive any less consideration. The quality of life of the residents of East Boston is just as important as the quality of life of our governor, our senators, our ambassadors, et cetera. The residents of East Boston, Winthrop, Revere, Chelsea, and South Boston have already suffered enough for the quote, "economic gain for the Commonwealth of Massachusetts." We cannot be the sacrificial lambs any longer. The obvious detrimental impact due to Port Authority related activities is obvious. Around the perimeter of East Boston, through East Boston, above East Boston, and now they want to borrow under East Boston for the pipeline. If any community has already paid the price for progress, East Boston and the surrounding communities have paid that price.

Audience: [Applause]

01:13:02,840 --> 01:14:29,840

Edward King: Terrific! Thank you very much, Ms. de Angelis, for that fine talk. I have a card here which, really, we would prefer not to read, but I understand that the lady who submitted it insists on that. And, accordingly, we abide by her wishes; it's her right. "My daughter's lead poison test showed slight elevation. I have trouble concentrating, headaches. If someone has to scrub windows four times because of the grime, what's that doing to our lungs? Lung cancer does not show up right away. We hate you. We can do nothing but hate you. You will never care about us because you have the power to destroy us. We have no power against your lies. There is hearing damage." That's that. Now our next speaker is Mr. Sal Venezia, 45 Neptune Road. Was he there last night?

01:14:33,760 --> 01:16:56,719

Sal Venezia: Thank you, Mr. King. And thank you, you lovely people, for being here tonight. Had you people come to our plea eight or ten years ago when we asked you, "Please come help us on Neptune Road." At that time was a deaf ear to all of you. Had you come then, there'd be no reason for this meeting tonight, believe me. However, it's all water over the dam so let's continue with the best of our ability to see just where we're going to stop. All I can say is one thing: I am a very naive and very charitable person. Had I been in the shoes of this Massport and Mr. King I'd have come to this audience tonight and said, "People this is our master plan. We have realized the impact we have caused upon this community and we have resolved that this is about it. We're not going to give you any more. Instead what we're going to do is this: we're going to try if possible to extend these runways to an extent where you won't be getting this low-flying aircraft. We're also planning on better and better flying equipment for our jets so that you won't get pollution all over the air. We are also going to plan in the basis of high speed motor rail so we can start curbing some of the takeoffs and landoffs and land taking off. No. Instead we come over with a master plan where we're going to increase more. We're not going to do any further expansion inland but we're going to give you just a little bit more to make it safer for everybody around." However, before I go any further, I'd like to ask a couple of questions to Mr. King. You were not at fault in the taking of Wood Island Park, granted. Mr. King who was at fault in the taking of the homes of Neptune Road by end and domain? My other question: and who was at fault in the taking of the 720 feet of Neptune Road?

01:16:56,800 --> 01:17:12,480

Edward King: Oh I think that in both instances they resulted of an authority vote which was made on my recommendation—my own.

Audience Member: [inaudible]

Edward King: No. Mine.

01:17:14,560 --> 01:17:46,080

Sal Venezia: Okay. Thank you. I will continue. At this time you have a resolution of no further expansion inland. Big deal! You gobbled up to turkey and now you want to stuff within it new runways and ILS systems. Mr. King, can't you and your board understand that we've had it? Thank you.

Edward King: Thank you.

Audience: [Applause]

01:17:42,840 --> 01:18:06,509

Edward King: Now, we have remaining two repeats from the meeting last night. And in order of their cards being timed in, Mr. John A Vitagliano, Little City Hall followed by state senate nominee Michael LoPresti Jr. Are the gentleman? Yes. Yes, hello.

Audience: [Applause]

01:18:09,120 --> 01:20:44,159

John Vitagliano: My name is John Vitagliano. I'm the manager of the Little City Hall and I'm speaking for the mayor. In this regard, before I comment for myself, I want to have it included in the record that Representative Gus Serra had to leave early tonight because of illness and wants to be recorded, on the record, as opposing all of your current expansion plans: the runway extensions, the ILS category 2, and your proposed third harbor tunnel and supports a curfew. And that is for the record from Representative Serra. I'll try to be brief for my own standpoint. First of all I want to endorse everything that Edie de Angelis said right down the line. In terms of expansion, from the mayor's office, we are opposed to two proposed extensions are 4 left, 927, and especially a proposed 3,900 foot STOL runway. We disagree with your analysis that these proposals mean less noise and pollution and more safety. We are convinced that they mean more noise, more pollution, and less safety for East Boston. We are opposed to your plans for a third habit tunnel for East Boston. East Boston has already paid the brunt of the price of progress; we feel that we can pay no more. We would like to see a nighttime curfew at Logan Airport implemented immediately. There are numerous curfews in effect at many jet airports around the country. There is one at Washington National and, within the last few months, a partial curfew has been implemented at Los Angeles. We are opposed to the proposed implementation of the new category 2 instrument landing system on runway 15 right. The Delta crash has to be a lesson to us, and it does teach us that, if we are going to build category 2 at Logan Airport, it should not be put over residential areas; it should be put over water approaches. We demand that the Massachusetts Port Authority pay for the soundproofing of all affected public schools in East Boston. Over 2,300 children attend public schools in East Boston in the Eagle Hill area that are severely affected by aircraft noise. And now—just for the record,

since not everyone in this hall has signed a card to testify either for or against this expansion plan—I would like to see a show of hands of the remaining people that are here as to how many are opposed to this expansion plan. Could I see a show of hands of those who are here who are against the expansion—

01:20:41,199 --> 01:22:17,520

Edward King: Careful...

John Vitagliano: —who support the expansion plan, who support the expansion plan? Okay I would like to see this included—

Audience: [inaudible]

John Vitagliano: I would like to see this included for the record.

Edward King: Why don't you finish your speech, please? Finish.

John Vitagliano: Don't I have at least 10 minutes?

Edward King: Sure.

John Vitagliano: Are you telling me that I can't speak here as long as I want to?

Edward King: 10 minutes is the rule

John Vitagliano: How long have I been speaking? I'll speak as long as I want to here.

Edward King: I didn't hear you

John Vitagliano: I'm going to speak as long as I want to here and I'm not going to let you tell me not to speak.

Edward King: All right. Go ahead.

John Vitagliano: If you don't want to listen to me you can leave, but I'm not going to leave. You can leave!

Audience: [Applause]

John Vitagliano: This does not belong to the Port Authority. This is East Boston; you are the guest here not us.

Audience: [Applause]

John Vitagliano: And don't ever again tell anyone from East Boston that they can't talk for any given time on the airport. If you don't want to listen to us then don't come here! And I intend to speak as long as I want to. And I'm not going to take it from you or anyone else from the Port Authority to the amount of time that I can spend speaking against you or for you. And, for the record, I've said it all. Thank you.

Edward King: Thank you.

Audience: [Applause]

01:22:14,320 --> 01:26:23,600

Edward King: Thank you, Mr. Vitagliano. Senate nominee, Mr. LoPresti, please.

Michael LoPresti: Thank you. I'd like to thank you for this early opportunity to speak before you this evening. There's several points in the master plan which I would like to address myself to. Basically, they're the same points to which I addressed myself last night, and, in fact, many of the points have been spoken of earlier this evening. As a result, I will speak briefly to each point. Firstly, it astonishes me that the master plan makes virtually no mention of an evening curfew. Living in this area, living in this community we know that it can be almost unbearable because of the noise particularly during the evening hours, and furthermore, studies have shown that

roughly two-thirds of all night traffic could be cut down. I would urge the Massport to work towards a night curfew to give relief to the people of this district. In regards to navigational aids, people have spoken against them and in favor of them, but whether implemented or not, I urge the Massport not to use these navigational aids as a license to allow planes to fly over residential areas during cloudy weather or stormy weather. I think the tragedy which has been spoken of so frequently this evening is good evidence and should be kept in mind whenever considering flying planes over our area in these stormy periods. Thirdly, the STOL runway. It seems to me that not only should the star runway not be built, but any runway or any facility which caters only to general aviation should not be allowed at Logan Airport. I believe Logan is one of the few major airports which still allows small craft such as this to land and take off on their facilities, and I think that such aircrafts should not be allowed any longer to do so. According to Massport's own figures capacity levels at Logan Airport would not be reached without general aviation until at least 1985. Finally, on the issue of the extension of runways 4L and runway 9, regardless of what is said, the extension of these runways seems to point to the fact that more and more planes will be taking off and landing from these runways. And as someone who has lived through a crash in my own home from runway 4L, I stand very firmly opposed to the extension of this runway. As a final point: we hear much talk about balanced transportation and yet the master plan speaks almost not at all to the idea of high-speed rail transportation. Studies have shown that high-speed rail transportation could bring people from downtown Boston to downtown New York in a matter of 90 minutes. And, when we're talking about downtown to downtown speed, this is certainly comparable to air travel. I would urge Massport to look into to high-speed rail transportation. I would urge you to look into it as a viable alternative to the one out of every three planes which flies from here to the Newark/New York areas. And finally, I would urge Massport to implement a plan for the soundproofing of school, for the soundproofing of nursing homes, for the soundproofing of hospitals. I would urge Massport to look into these areas to make life more bearable for those who live in this community, to make the sound levels lower, to help our educational system, to help the patients in our hospital and our elderly. I hope Massport will become more sensitive to the needs of the people of this district. I think we've suffered long enough with the problems which are posed by the airport. Thank you.

Audience: [Applause]

01:26:20,400 --> 01:26:35,520

Edward King: Thank you, Senate nominee LoPresti. Thanks to each of you for coming, for your participation and attention. Our hearing is adjourned. Thank you.