



ANNEMARIE FAGAN  
TOWN ADMINISTRATOR

COMMONWEALTH OF MASSACHUSETTS  
**TOWN OF MILTON**  
OFFICE OF SELECTMEN

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SELECTMEN

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April 2, 2014

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

Mr. Thomas P. Glynn  
Chief Executive Officer  
Massport Executive Offices  
1 Harborside Drive  
East Boston, MA 02128

Dear Ms. Corbett and Mr. Glynn:

The Town of Milton has experienced a marked increase in air traffic and, as a result, the Board of Selectmen has received complaints from residents about airplane noise, pollution and related health risks. As you know, there is growing medical evidence that airplane noise is associated with a variety of health issues such as an increased risk of cardiovascular disease, coronary heart disease and stroke.<sup>1,2 & 3</sup> Some residents of Milton have reported to us that they are suffering from negative health impacts caused by noise and air pollution generated by the increased air traffic. Interrupted sleep, anxiety, annoyance and reduced quality of life are problems that have been commonly cited to us. Additionally, many residents are concerned about the impact that the increased amount of air traffic over Milton has on the value of their property. We seek your assistance in alleviating these health risks and concerns and we propose certain actions below that the FAA and/or Massport can take to accomplish this result.

The Board of Selectmen requests your assistance in reducing airplane noise over Milton from flights arriving at and departing from Logan International Airport ("Logan"). Specifically, we request that action be taken to equitably distribute air traffic by reducing (i) the number of aircraft arrivals from the southwest on the 4/22 parallel runways (the "4s") and (ii) the number of aircraft departures from the west on runway 27 and the northwest on runway 33L that fly over

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<sup>1</sup> Residential exposure to aircraft noise and hospital admissions for cardiovascular diseases: multi-airport retrospective study *BMJ* 2013;347:f5561 doi: 10.1136/bmj.f5561 (Published 8 October 2013)

<sup>2</sup> Aircraft noise and cardiovascular disease near Heathrow airport in London: small area study *BMJ* 2013;347:f5432 doi: 10.1136/bmj.f5432 (Published 8 October 2013)

<sup>3</sup> Airport noise and cardiovascular disease *BMJ* 2013;347:f5752 doi: 10.1136/bmj.f5752 (Published 8 October 2013)  
AM 29844330.4

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Milton. Many residents are impacted by the noise from these departures after they have endured days of noise from runway 4 arrivals.

Runway use statistics show that the 4s are the most heavily used arrival runways at Logan. Meteorological conditions (e.g., weather and wind) are not the only factors that contribute to heavy use of the 4s. Sections 1.3.3 and 1.3.6 of the enclosed Boston ARTCC (Air Route Traffic Control Center) Standard Operating Procedure for Logan ("SOP") designate the 4s as the default arrival runways even in calm wind conditions. We request that these sections of the SOP be revised to designate over water arrivals and departures as the calm-wind configuration.

As you know, the Logan Airport Community Advisory Committee ("CAC") is developing a new runway use plan. We support the adoption of a new runway use plan that will distribute air traffic more equitably over the communities surrounding Logan.

In addition to establishing a new runway use plan, the Milton Board of Selectmen requests that the FAA and/or Massport take the following actions:

1. Implement Controlled Descents – this will require aircraft to remain at a higher altitude over a large portion of densely populated areas; may also result in reduced fuel burn.
2. Implement Steeper Glide Paths – this will require aircraft to remain at a higher altitude over a large portion of densely populated areas; may also result in reduced fuel burn.
3. Localizer Offset – offsetting the 4R localizer to the east will route arrivals over the water and reduce noise and pollution impacts on densely populated areas.
4. Implement and Monitor Runway Use Plan – in addition to developing a new runway use plan, the implementation of a more robust air traffic monitoring system will create accountability to ensure plan adherence.
5. Establish Nighttime Noise Abatement Policy – requiring over water arrivals and departures at night, as weather permits, will reduce noise and pollution impacts on densely populated areas.

We look forward to receiving your response and working with you to find an equitable solution to the ongoing impacts from increased air traffic over Milton.

Sincerely,



Denis F. Keohane, Chairman



J. Thomas Hurley, Secretary



Kathleen M. Conlon, Member

Enclosure

Ms. Amy L. Corbett  
Mr. Thomas P. Glynn  
April 1, 2014

cc: U.S. Senator Edward J. Markey  
U.S. Senator Elizabeth Warren  
Congressman Steven F. Lynch  
Congressman Michael E. Capuano  
State Senator Brian A. Joyce  
State Representative Walter F. Timilty  
State Representative Daniel R. Cullinane  
Mr. Christopher Zambuto, Milton CAC representative  
Mr. David Godine, Milton CAC representative (alternate)  
Ms. Sheryl Fleitman and Mr. Philip Jochenning, Co-Chairs, Milton Citizens Against  
Aviation Impact