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August 18, 2017

Ms. Amy Lind 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:

We are writing to document some recent examples of incessant, loud noise from airplane traffic over the Town of Milton and to reiterate our past requests for interim and permanent relief. We continue to be very concerned about the noise and pollution created by the FAA's implementation of NextGen that have placed an unfair and undue burden on the health and welfare of people who live below or near these concentrated flight paths. We hope that your ongoing RNAV study will yield positive results for not only the residents of Milton whom we represent, but also the region as a whole. While the RNAV study is proceeding, we seek interim relief.

Examples of Recent Conditions

As you know, the most significant problem for Milton stems from arrivals to the parallel Runways 4R and 4L.¹ During the Spring of 2017, Milton residents bore the burden of multiple

¹ Departures from Runway 27 also place a great deal of traffic over Milton as well as Mattapan, Hyde Park, Roslindale, Roxbury and Jamaica Plain. Our understanding is that Runway 27 departures fly over these communities in order to avoid flying over suburban communities west of Boston, possibly due to litigation that preceded the implementation of NextGen by decades. If so, that is unconscionable and against public policy. The FAA and Massport should undertake a review of the Runway 27 departure path in light of the changed circumstances that NextGen has caused. NextGen is overburdening some communities and benefitting others, creating gross inequities in quality of life as well as public health risks.

days of consecutive hours of constant airplane noise. By way of example, for 61 hours of a 66-hour period from Tuesday, April 25, to Thursday, April 27, 2017, Milton experienced an arrival to Runway 4R or 4L every 2.1 minutes on average. During this time, there was only one five-hour break from the noise (from midnight until 5:00 a.m. on April 27). Even during two extended periods of at least 10 hours each, when winds were less than 10 knots and, thus, a switch to another runway could have been made to provide relief to the overburdened, the FAA continued to direct arriving flights to Runways 4R or 4L.

Another example is May 11, 2017, when 541 airplanes arrived on Runways 4R and 4L during a 16-hour period from 6:36 a.m. until 10:41 p.m., averaging one airplane every 1.8 minutes. Starting at 6:00 p.m., the winds were less than 10 knots, and a runway change could have been made but was not made until 10:41 p.m., nearly five hours later. It is simply not sustainable for any community to bear the burden of near-constant noise and pollution from 541 airplanes in a 16-hour period on a single day.

The constant airplane noise was so bad at times during the Spring that we heard from some Milton parents who had checked their families into hotels outside Milton so that their school-age children taking MCAS tests could get adequate sleep during the testing period. This is an unacceptable consequence of both the FAA's implementation of NextGen and the overscheduling of flights at Logan Airport.

As you know, Runway 4R was closed for renovations from May 15, 2017 until June 24, 2017. This temporary closure afforded some short-term relief to some of the Milton residents who have suffered from more than three years of the FAA's gross overuse of the Runway 4R "superhighway in the sky" for arriving flights often at altitudes that are below those called for in the published arrival procedures. However, other residents (including some who are impacted by Runway 4R arrivals) were burdened by arrivals to Runway 4L during the temporary closure.

Runway 4R partially re-opened in late June. Ongoing construction of a safety approach lighting pier and the presence of tall cranes at the end of the runway has required Massport to keep Runway 4R closed between the hours of 10:00 p.m. and 2:00 p.m. We understand that the construction project is expected to end by September 1, 2017, at which time Runway 4R will again be fully operational with no use restrictions.

Since Runway 4R partially re-opened, we have noticed an increase in arrivals to Runway 4L and an increased use of Runways 4R and 4L simultaneously. Simultaneous arrivals to the parallel Runways 4R and 4L only expands the number of Milton residents (as well as Dorchester and South Boston residents) who are impacted by loud noise and pollution and increases the scope of the overall problem. Noise and air pollution are bad enough when several hundred airplanes arrive on Runway 4R on a given day. Conditions are substantially worse when airplanes arrive simultaneously on parallel runways that are separated by only 1,500 feet. Thousands of Milton residents are "sandwiched" between the closely-spaced parallel runways for arrivals to Runway 4R and Runway 4L and are severely impacted by noise and pollution. The noise that is heard by residents who live in the "sandwich" area is horrendous. Simply put, this situation is unhealthy and unsustainable.

The following are examples of recent overuse of Runways 4R and 4L:

- During the nearly 17 hour period from 5:08 a.m. until 9:44 p.m. on Sunday, July 23, 473 airplanes arrived on Runways 4R and 4L, averaging one airplane every 2.1 minutes. All 473 flew over Dorchester and South Boston; 94% of them flew over Milton.
- Two days later, during the 13-hour period from 12:18 p.m. on July 25 until 1:28 a.m. on July 26, 445 airplanes arrived on Runways 4R and 4L, averaging one airplane every 1.8 minutes.
 - On July 25, arriving Delta flight 2643 dipped approximately 100 feet below the altitude called for on the Runway 4R glide path. Delta 2643, which had already deployed its landing gear nearly 7 miles from the runway end, subsequently increased thrust and speed to climb 100 feet in under one mile, increasing noise and air pollution over Milton during a high usage period while failing to follow the published arrivals procedures for Runway 4R. This is not the first time this type of event has occurred.
- From 2:15 p.m. on Friday, July 28, until 12:08 a.m. on Saturday, July 29, 346 airplanes arrived on Runways 4R and 4L. From 4:57 a.m. on Saturday, July 29, until 12:42 a.m. on Sunday, July 30, 508 airplanes arrived on Runways 4R and 4L. Air traffic over Milton started up again at 6:47 a.m. on Sunday, July 30,² and continued for the next 14 hours, during which time 470 airplanes arrived on 4R and 4L. This is a total of 1,324 airplanes flying at low altitude in concentrated paths over Milton, Dorchester and South Boston during a three-day period during the summer, when people expect to be able to enjoy the outdoors. 978 of these 1,324 overflights occurred over a summer weekend.
- On Monday, July 31, from 2:24 p.m. until 7:21 p.m., 209 airplanes arrived on Runways 4R and 4L, averaging one every 1.4 minutes during a six-hour period.
- On Tuesday, August 1, between 3:02 p.m. and 7:01 p.m., 171 airplanes arrived on Runways 4R and 4L, averaging one every 1.4 minutes during a four-hour period.
- On Tuesday, August 8, between 2:24 p.m. and 8:29 p.m., 266 airplanes arrived on Runways 4R and 4L, averaging one every 1.4 minutes during a six-hour period.

The problem is getting worse and becoming a public health crisis. The FAA and Massport must take immediate action to protect the public health, safety and interests of people on the ground who have a right to the quiet enjoyment of their property. While the RNAV study is on-going (and, we hope, will eventually achieve permanent relief for all affected communities), the FAA and Massport must provide short-term relief by dispersing some of the traffic, preferably over communities that now receive little to no air traffic.³ Residents of such communities benefit

² Meanwhile, departures from Runway 27, which are not included in the data described in this letter, began flying over Milton at 5:12 a.m. on Sunday, July 30, only exacerbating an already awful situation.

³ Prior to the implementation of NextGen, arrivals were fanned out over a broad area, not flown in concentrated paths. The map attached to this letter as Exhibit A is from the National Transportation Noise Map, which reports road and aviation noise nationally. It illustrates the allocation of this noise burden that makes some parts of Milton as noisy as – if not noisier than – much of the City of Boston.

from the convenience of Logan International Airport just as much as residents of the severely impacted communities do, and must share in the burden of Logan's operations.

Runway Use Restrictions

The implementation of NextGen at Logan International Airport created a material change in flight operations and, therefore, warrants a re-examination of all runway use restrictions and past records of decisions and court decisions to ensure that communities surrounding the airport are treated equitably.

Night-time (11:00 p.m. to 6:00 a.m.) arrivals to Runway 22R are prohibited, yet there is no such prohibition for arrivals to Runway 4L, which is the same runway coming from the opposite direction, and the parallel Runway 4R. In 2016, only 9 airplanes arrived on Runway 22R (although approximately 44,000 planes departed parallel Runway 22L). Approximately 58,000 airplanes arrived on Runways 4R and 4L last year, many of them well after midnight or before 6:00 a.m. It is well past time for the FAA and Massport to provide the same night-time restrictions for arrivals to Runways 4R and 4L that it provides for arrivals to Runway 22R. We hereby request that the FAA and Massport take immediate action to begin the process of implementing the same night-time use prohibitions for Runway 4R and 4L arrivals that are in effect for Runway 22R arrivals.

Currently, the unidirectional Runway 14/32 is used only when winds are 10 knots from the northwest or southeast or greater. The wind restriction was implemented long before NextGen, which has caused material changes to air traffic operations and material adverse impacts to some communities. The rationale for the 10-knot wind restriction on the unidirectional Runway 14/32 must be revisited.

Thank you for your attention to our concerns and the matters and requests we have raised in this letter. We look forward to your response, and we stand ready to work with you to address these very serious public health issues.

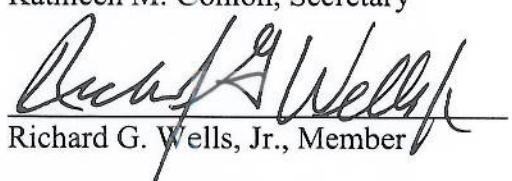
Sincerely,

Milton Board of Selectmen



David T. Burnes, Chair

Kathleen M. Conlon,
Kathleen M. Conlon, Secretary


Richard G. Wells, Jr., Member

cc: President Donald J. Trump
U.S. Secretary of Transportation Elaine L. Chao
FAA Administrator Michael P. Huerta
U.S. Senator Edward J. Markey
U.S. Senator Elizabeth Warren
Congressman Stephen F. Lynch
Congressman Michael E. Capuano
Governor Charlie Baker
Attorney General Maura Healey
State Senator Walter F. Timilty
State Representative William Driscoll, Jr.
State Representative Daniel R. Cullinane
Cindy L. Christiansen, Ph.D., Massport and Logan CAC Representative
Milton Airplane Noise Advisory Committee
Milton Board of Health
Milton School Committee
John P. Flynn, Esq., Milton Town Counsel
Karis L. North, Esq.

EXHIBIT A

See attached.

National Transportation Noise Map

Road and Aviation Noise in the United States

