

2-A2

Runway 4R

STEPHEN F. LYNCH  
8TH DISTRICT, MASSACHUSETTS

COMMITTEE ON FINANCIAL SERVICES

COMMITTEE ON OVERSIGHT  
AND REFORM

CHAIRMAN, SUBCOMMITTEE ON NATIONAL SECURITY

COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE

ASSISTANT DEMOCRATIC WHIP

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-2108**

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202-225-3984 FAX

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SUITE 304  
BOSTON, MA 02210  
617-428-2000  
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37 BELMONT STREET  
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1245 HANCOCK STREET  
SUITE 41  
QUINCY, MA 02169  
617-657-6305  
617-773-0995 FAX

LYNCH.HOUSE.GOV

**September 21, 2021**

**Ms. Colleen D'Alessandro, Regional Administrator**  
**New England Region Federal Aviation Administration**  
**1200 District Avenue**  
**Burlington, MA 01803-5299**

**Mr. David Carlon, Chair**  
**Massport Community Advisory Committee**  
**% Law Office of Robert Allen, Jr., LLP**  
**300 Washington Street**  
**Brookline, MA 02445**

Dear Ms.D'Alessandro and Mr.Carlon,

It is with continued concern that I write regarding the ongoing damaging impact that the implementation of the RNAV/NextGen guidance of aircraft arrivals to and departures from Logan Airport is having on surrounding communities. As the United States Representative for the Massachusetts Eighth District, I represent several municipalities that are severely impacted by the current configuration of the RNAV/NEXTGEN program.

As I have made clear in previous meetings with the FAA and the Quiet Skies Caucus and in my personal address to FAA officials during my visit to FAA headquarters in New Jersey, it remains my objective to achieve a fair and widely distributed pattern of air traffic in and out of Logan Airport. I believe the FAA's goal should be to distribute both arrivals and departures at Logan Airport as widely and safely as possible so that no single community should be severely overburdened. Under the current system there are a number of municipalities, especially the Town of Milton, who are overwhelmed by overflights, while other areas remain unaffected. This situation is unhealthy and unfair.

I have repeatedly urged the FAA to make adjustments to flight patterns in order to maximize the number of "over-the-water" arrivals and departures to avoid the overflight of heavily populated areas. While I am thankful that the FAA and some Carriers have made progress in increasing the number of over-the-water diversions of flights, I believe more can be done.

I fully understand that it is difficult to create a perfect dispersal of flights in and out of Logan Airport, however every effort must be made to reduce the number of flights over heavily burdened municipalities. There remain serious health and safety concerns, especially noise and air pollution that must be addressed.

As a member of the Aviation Subcommittee on the Transportation and Infrastructure Committee and as Vice Chair of the Quiet Skies Caucus, I am working for longer term solutions to this situation nationally. This is a very serious Issue, and we need to resolve it. I will continue to work toward solutions that will mitigate the negative impacts on all Logan Airport communities.

Sincerely,



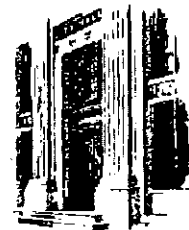
Stephen F. Lynch

Member of Congress

8<sup>th</sup> Congressional District of Massachusetts



**City of Quincy**  
**City Hall**  
*Office of the Mayor*



**Thomas P. Koch**  
**Mayor**

November 17, 2020

Lisa S. Wieland, Chief Executive Officer  
Massachusetts Port Authority  
One Harborside Drive  
E. Boston, MA 02128

David Carlon, Chairman  
MassPort Community Advisory Committee  
One Broadway, 14<sup>th</sup> Floor ~ Kendall Square  
Cambridge, MA 02142

**Re: City of Quincy objection to Proposals by the Town of Milton to modify flight  
paths for arrivals on runway 4R**

Dear Ms. Wieland and Mr. Carlon:

As part of the Block 2 Study being performed by Dr. John Hansman of the Massachusetts Institute of Technology, under contract with MassPort, it is my understanding that the Town of Milton has made proposals to modify flight paths for Logan Airport arrivals onto runway 4R. To our knowledge, these proposals were not fully evaluated by Dr. Hansman for impacts on Quincy or any other neighboring and impacted community. These Milton proposals, if implemented, will have an adverse impact on the residents of Quincy.

We reject the additional proposal described by Milton's MassPort CAC representative as presented on October 6, 2020 at the Milton Select Board meeting. Milton's proposed flight path to runway 4R, like the others that Milton has proposed, will have severe negative impacts on the residents of Quincy and other South Shore communities. Quincy already has a high exposure to aviation noise and pollution and we vehemently oppose any proposals to further shift the burden onto the City of Quincy.

Although Milton desires to disperse flights arriving on runway 4R impacting both Milton and Quincy, they also appear to be opposed to dispersion of flights to runway 4L. Any proposal to increase air traffic over another community simply to relieve existing air traffic over one community should not be an option and is contrary to the mission of the MassPort CAC.

1305 Hancock Street, Quincy, MA 02169  
617-376-1990 ~ [mayorkoch@quincyma.gov](mailto:mayorkoch@quincyma.gov)




Ms. Lisa S. Wieland and Mr. David Carlon  
November 17, 2020  
Page 2

Therefore, Quincy's Representative to the MassPort CAC, Frank Tramontozzi, will be voting "NO" to any proposal that shifts additional burden onto the residents of the City of Quincy.

Mr. Carlon, I ask that you please share this letter with the other MassPort CAC member communities.

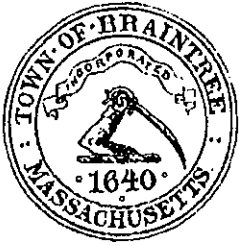
Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. P. Koch', written over the printed name.

Thomas P. Koch  
Mayor

cc: Senator Elizabeth Warren  
Senator Ed Markey  
Congressman Stephen Lynch  
Senator John Keenan  
Representative Ron Mariano  
Representative Tackey Chan  
Representative Bruce Ayers  
Colleen D'Alessandro, FAA  
Mike Dennehy, Milton Town Administrator  
Nina Liang, City Council President



## Office of the Mayor

One JFK Memorial Drive  
Braintree, Massachusetts 02184

Charles C. Kokoros  
Mayor

781-794-8100

November 5, 2020

Colleen D'Alessandro  
New England Regional Administrator  
Federal Aviation Administration  
1200 District Avenue  
Burlington, MA 01803

Lisa S. Wieland  
Chief Executive Officer  
Massachusetts Port Authority  
One Harborside Drive  
East Boston, MA 02128

Re: Massachusetts Port Authority Community Advisory Committee

Dear Ms. D'Alessandro and Wieland,

I am writing on behalf of the Town of Braintree ("Town") to urge this Committee to reject the proposals recently produced by Dr. John Hansman of MIT at the behest of the Town of Milton. Put simply, the information available does not support the proposed changes regarding Runways 4R and 4L that, if implemented, will have an adverse impact on the Town and its residents.

As you know, the Town has been and continues to be impacted by arrivals on Runways 4R and 4L. In addition to the impacts of the existing air traffic, the air and noise pollution is increased by the local MBTA and Commuter Rail stations, as well as daily traffic through the various major roadways in our community. As a result, any proposal to increase air traffic over the Town simply to relieve existing air traffic over another community is not an option. Further, this is contrary to the mission of the Massachusetts Port Authority Community Advisory Committee ("MCAC") as it seeks to place the interests of one member community over another.

The Town has been a member of the MCAC since its inception, as well as a member of the MCAC's predecessor, the Logan Airport Community Advisory Committee since 1996. Through our long-time representative, Sandra Kunz, the Town has advocated for the best interests of our

residents while ensuring safe and efficient air travel to Logan Airport. With that in mind, and the concerns raised regarding the most recent MIT proposals, I have authorized Representative Kunz to vote in the negative with respect to said proposals.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles C. Kokoros".

Charles C. Kokoros  
Mayor

cc: Senator Elizabeth Warren  
Senator Ed Markey  
Congressman Stephen Lynch  
Senator John Keenan  
Senator Walter Timilty  
Representative Mark Cusack

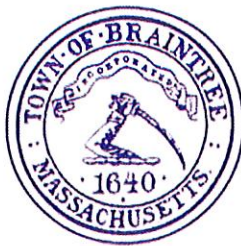
SHANNON L. HUME  
*President  
At Large*

CHARLES B. RYAN  
*At Large*

JULIA FLAHERTY  
*District 1*

STEVEN SCIASCIA  
*District 2*

DONNA CONNORS  
*District 3*



DAVID M. RINGIUS, JR.  
*Vice President  
At Large*

STEPHEN C. O'BRIEN  
*District 4*

MEREDITH BOERICKE  
*District 5*

LAWRENCE C. MACKIN, JR.  
*District 6*

## OFFICE OF THE TOWN COUNCIL

December 1, 2020

David Carlon, Chairman  
MassPort Community Advisory Committee  
One Broadway, 14th Floor~ Kendall Square  
Cambridge, MA 02142

Colleen D' Alessandro  
New England Regional Administrator  
Federal Aviation Administration  
1200 District Avenue  
Burlington, MA 01803

Lisa S. Wieland  
Chief Executive Officer  
Massachusetts Port Authority  
One Harborside Drive  
East Boston, MA 02128

Re: Town of Braintree objection to Proposals by the Town of Milton to modify flight paths

Dear Mr. Carlon, Ms. D'Alessandro, Ms. Wieland,

I am writing on behalf of the Braintree Town Council and the Town of Braintree ("Town") to urge this Committee to reject the proposals recently produced by Dr. John Hansman of Massachusetts Institute of Technology (MIT) at the behest of the Town of Milton.

As part of the Block 2 Study being performed by Dr. John Hansman of MIT, under contract with MassPort, it is my understanding that the Town of Milton has made proposals to modify flight paths for Logan Airport arrivals onto runway 4R. To our knowledge, these proposals were not fully evaluated by Dr. Hansman for impacts on Braintree or any other neighboring and impacted community. These Milton proposals, if implemented, will have an adverse impact on the residents of Braintree.

As you know, the Town has been and continues to be impacted by arrivals on Runways 4R and 4L. In addition to the impacts of the existing air traffic, the air and noise pollution is increased by the local

MBTA and Commuter Rail stations, as well as daily traffic through the various major roadways in our community. As a result, any proposal to increase air traffic over the Town simply to relieve existing air traffic over another community is not an option. Further, this is contrary to the mission of the Massachusetts Port Authority Community Advisory Committee ("MCAC") as it seeks to place the interests of one member community over another.

The Town has been a member of the MCAC since its inception, as well as a member of the MCAC's predecessor, the Logan Airport Community Advisory Committee since 1996. Through our long-time representative, Sandra Kunz, the Town has advocated for the best interests of our residents while ensuring safe and efficient air travel to Logan Airport. With that in mind, and the concerns raised regarding the most recent MIT proposals, the Braintree Town Council requests Representative Kunz to vote in the negative with respect to said proposals.

Sincerely,

A handwritten signature in cursive script, reading "Shannon Hume".

Shannon Hume, President  
Braintree Town Council

cc: Senator Elizabeth Warren  
Senator Ed Markey  
Congressman Stephen Lynch  
Senator John Keenan  
Senator Walter Timilty  
Representative Mark Cusack  
Mike Dennehy, Milton Town Administrator  
Mayor Charles C. Kokoros  
Braintree Town Council

# TOWN OF HINGHAM

## OFFICE OF THE SELECTMEN

Mary M. Power, Chair  
Joseph M. Fisher  
William C. Ramsey



Tom Mayo, Town Administrator  
Michelle Monsegur,  
Assistant Town Administrator

February 22, 2021

David Carlon, Chairman  
MassPort Community Advisory Committee  
c/o Law Office of Robert Allen, Jr., LLP  
300 Washington Street  
Brookline, MA 02445

Colleen D'Alessandro  
New England Regional Administrator  
Federal Aviation Administration  
1200 District Avenue  
Burlington, MA 01803

Lisa S. Wieland  
Chief Executive Officer  
Massachusetts Port Authority  
One Harborside Drive  
East Boston, MA 02128

RE: Town of Hingham Objection to Proposals by the Town of Milton to Modify Flight Paths

Dear Mr. Carlon, Ms. D'Alessandro, & Ms. Wieland:

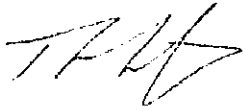
I am writing to urge this Committee to reject the proposals recently produced by Dr. John Hansman of the Massachusetts Institute of Technology (MIT) at the behest of the Town of Milton.

As part of the Block 2 Study performed by Dr. Hansman, it is our understanding that the Town of Milton has made proposals to modify flight paths for Logan Airport arrivals onto Runway 4R. To our knowledge, these proposals were not evaluated for impacts on Hingham or any other neighboring and affected communities. The changes proposed by the Town of Milton, if they ever become reality, would have an adverse impact on Hingham, its businesses, and its residents.

As you know, the Town continues to be impacted by arrivals on Runway 33L and 32R. In addition to the impacts of existing air traffic, air and noise pollution in Hingham is driven by two Commuter Rail stations, Route 3, and daily traffic through our community's roadways. Any proposal to increase air traffic over the Town in order to relieve existing air traffic over Milton is not an option for Hingham. Additionally, it is not equitable to place the interests of one community over another.

The Town has been a member of the MCAC since its inception. Through our representative, Brendan Concannon, we will continue to advocate for the best interests of our community while ensuring safe air travel to and from Logan Airport.

Sincerely,

A handwritten signature in black ink, appearing to read 'T Mayo', with a stylized flourish at the end.

Tom Mayo  
Town Administrator

CC: Senator Elizabeth Warren  
Senator Edward Markey  
Congressman Stephen Lynch  
State Senator Patrick O'Connor  
State Representative Joan Meschino  
Tom Mayo, Hingham Town Administrator  
Hingham Board of Selectmen



**From:** [FRANK TRAMONTOZZI](#)  
**To:** [Community](#)  
**Cc:** [David Carlon](#); [Sandra Kunz \(sandrahkunz@gmail.com\)](#)  
**Subject:** Comments on Boston Logan RNAV Study and Current Block 2 Recommendations  
**Date:** Monday, October 4, 2021 1:21:03 PM  
**Attachments:** [Outlook-grvziyi.png](#)  
[11-17-2020 Mayor's Letter to MassPort & CAC.pdf](#)  
[11-18-2020 Final NEPA Comment Letter on Draft 4L EA.pdf](#)  
[Comparison Milton vs Original page 6-23 of 2009 EDR.pdf](#)  
[Now more 4R over Quincy.pdf](#)

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The City of Quincy offers comments as follows:

1. Please see attached letter from Mayor Thomas P. Koch.
2. Please see attached letter from myself regarding the future RNAV for runway 4L.
3. Regarding noise complaints, although the Town of Milton has an established grassroots group actively calling in noise complaints to MassPort in a coordinated effort to make it seem like Milton is more burdened than other communities, the number of recorded noise complaints does not equate to the actual problem. Quincy has a high percentage of minority residents, many foreign born and they tend not to engage with government. The median household income of Quincy is about half that of Milton. With over 100,000 residents, Quincy has a much higher density than Milton and would be much more impacted by Milton's proposed changes to add burden to an overly burdened Quincy in order to relieve Milton of burden. Milton's desire to shift burden onto Quincy and other communities is opposite to environmental justice.
4. Attached please find a copy of the original version vs. Milton version of Figure 6-8 (page 6-23) of MassPort 2009 EDR with Milton's boundary superimposed. It appears that Milton's version does not match with the original version. (Comparison Milton vs Original page 6-23 of 2009 EDR)
5. Contrary to what Milton has professed, more flightpath tracks flew over Quincy and Braintree, post RNAV (2017) than pre-RNAV (2009) as shown on the attached graphic. (Now more 4R over Quincy)
6. West Quincy, East Milton, Braintree as well as other communities are severely overburdened with airplane impacts. One possible solution for West Quincy, Milton and Braintree might include dispersion of existing runway 4R flights to the west to utilize runway 4L.
7. We agree with the MIT- Dr. Hansman's recommendation to maintain the existing, not to modify per Milton's request to shift additional burden onto other communities.

Thank you for the opportunity to provide comments.

Frank.

**Frank A. Tramontozzi, PE**

Office of Mayor Thomas P. Koch

1305 Hancock Street

Quincy, MA 02169

617-376-1990

[www.quincyma.gov](http://www.quincyma.gov)



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MICHAEL D. DENNEHY  
TOWN ADMINISTRATOR

COMMONWEALTH OF MASSACHUSETTS

TOWN OF MILTON

OFFICE OF THE SELECT BOARD

525 CANTON AVENUE, MILTON, MA 02186

TEL 617-898-4843

FAX 617-698-6741

KATHLEEN M. CONLON  
CHAIR

ARTHUR J. DOYLE  
VICE CHAIR

MICHAEL F. ZULLAS  
SECRETARY

MELINDA A. COLLINS  
MEMBER

RICHARD G. WELLS JR.  
MEMBER

October 1, 2021

Flavio Leo  
Director of Aviation Planning and Strategy  
Massachusetts Port Authority  
[fleo@massport.com](mailto:fleo@massport.com)

Thomas Butler  
Deputy Director of Government Relations and Community Affairs  
Massachusetts Port Authority  
[tbutler@massport.com](mailto:tbutler@massport.com)

**RE: Comments on Boston Logan RNAV Study and Current Block 2  
Recommendations**

Dear Director Leo and Deputy Director Butler:

We write to provide comments in response to the Boston Logan RNAV Study and Current Block 2 Recommendations that were presented on September 23, 2021.

As an initial matter, in each of the Town of Milton's April 15, July 9, and September 13, 2021 submissions and at the September 23, 2021 Massport public meeting, our representatives stressed the need for MIT to provide noise comparisons using a pre-RNAV baseline. To that end, we had asked Massport to provide representative pre-RNAV Runway 4R arrival path flight tracks that could be used for such analyses.

When Massport did so, we provided to MIT, and later provided again, Massport's representative blue Runway 4R arrival flight tracks slide from October 2009, stating that we need MIT's comparison of the  $L_{max} > 60(\text{day})/50(\text{night})$  Peak Day population exposure for pre-RNAV 4R arrival flight tracks versus the 2017 4R RNAV path and also versus the technically feasible alternative 15 degree RNAV path as well as each of the three technically feasible alternative RNP paths.

MIT provided such comparisons of the 2017 RNAV path versus the alternatives. But MIT did not provide the population exposure comparisons with the pre-RNAV flight tracks which we requested that MIT present.

We enclose again Massport's representative blue Runway 4R arrival flight tracks slide from October 2009, and reiterate that request once more.



That requested set of comparisons with the 15 degree alternative RNAV path and each of the alternative RNP paths will enable informed discussion of population noise exposure before and after RNAV, and will quantify the noise exposure levels of potential overflight dispersion restoration alternatives compared with pre-RNAV levels.

More broadly, on September 27, 2016, the FAA and Massport signed Memorandum of Understanding (the "MOU") that was driven in part by the goal of providing some relief to neighborhoods in Milton that are suffering under the runway 4R arrival path. That suffering began with the onset of the 4R RNAV in 2012, which concentrated over those neighborhoods in Milton overflights that had previously been dispersed over other communities.

The stated goal of the MOU was to identify "improvements to the noise environment that results from RNAV flight path concentration," and it specifically referenced "designing a special RNAV procedure for runway 4R arrivals".

The MIT Group led by Dr. John Hansman has identified alternative flight paths that are, in Dr. Hansman's words from September 23, "technically feasible," and which would reduce overflight noise from the 4R RNAV concentration. Implementing one or more of those alternative flight paths, in addition to the existing 4R RNAV, would meet the stated goal of the MOU with the respect to the 4R RNAV.

We ask that implementation of those alternative flight paths, in addition to the existing 4R RNAV, be recommended to the FAA.

It is not up to local governments to work out a solution to problems created by the FAA's technical experts. Nor is it local governments' role to approve or veto a solution that is technically feasible according to MIT. The FAA, not local communities, has plenary jurisdiction over the nation's airspace. The FAA must solve the problems it created in an equitable manner that protects and promotes the public health of all citizens, not just some citizens.

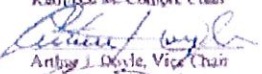
In further follow-up to the September 23 public meeting, we enclose a written draft the Statement of Michael F. Zullas that was prepared for the meeting, and the letter from Representative Stephen F. Lynch to the FAA and the MCAC dated September 21, in which Congressman Lynch stated:

"I believe the FAA's goal should be to distribute both arrivals and departures at Logan Airport as widely and safely as possible so that no single community should be severely overburdened. Under the current system there are a number of municipalities, **especially the Town of Milton**, who are overwhelmed by overflights, while other areas remain unaffected. This situation is unhealthy and unfair." (emphasis added).

We ask that Massport be true to its commitment from the 2016 MOU, and work with the FAA to implement the alternative 4R flights paths that were identified by the MIT Group.

Best regards,

**The Milton Select Board**

  
Kathleen M. Conlon, Chair  
  
Arthur J. Doyle, Vice Chair  
  
Michael J. Mullas, Secretary  
  
Melinda A. Collins  
  
Richard G. Wells, Jr.

Copy: U.S. Senator Edward J. Markey  
U.S. Senator Elizabeth Warren  
Representative Stephen F. Lynch  
Representative Ayanna Pressley  
Attorney General Maura Healey  
State Senator Walter F. Timilty  
State Representative William Driscoll, Jr.  
State Representative Brandi Fluker-Oakley  
Thomas J. Dougherty, Massachusetts Port Authority Community Advisory Committee





**RealContours™ Air Carrier Arrival Tracks  
(October 2009)**

**Figure 6-8**

Source: Massport, NCA/SERP, Multi-Lat, Office of Geographic and Environmental Information  
(MassGIS), Commonwealth of Massachusetts Executive Office of Energy and Environmental Affairs

— Arrival Flight Tracks



STATEMENT OF MICHAEL F. ZULLAS DATED SEPTEMBER 23, 2021

I SPEAK ON BEHALF OF THE MILTON SELECT BOARD.

THE FAA/MASSPORT MEMORANDUM OF UNDERSTANDING WAS DRIVEN IN PART BY THE GOAL OF PROVIDING SOME RELIEF TO NEIGHBORHOODS IN MILTON THAT WERE SUFFERING UNDER THE RUNWAY 4R ARRIVAL PATH. THAT SUFFERING BEGAN WITH THE ONSET OF THE 4R RNAV, WHICH CONCENTRATED OVER THOSE NEIGHBORHOODS FLIGHTS THAT HAD PREVIOUSLY BEEN DISBURSED, INCLUDING OVER OTHER COMMUNITIES.

THE STATED GOAL OF THE MOU WAS TO IDENTIFY "IMPROVEMENTS TO THE NOISE ENVIRONMENT THAT RESULTS FROM RNAV FLIGHT PATH CONCENTRATION," AND IT SPECIFICALLY REFERENCED "DESIGNING A SPECIAL RNAV PROCEDURE FOR RUNWAY 4R ARRIVALS".

OVER THE LAST 5 YEARS, THE MIT GROUP LED BY DR. HANSMAN HAS WORKED INDEPENDENTLY AND DILIGENTLY TO IDENTIFY POTENTIAL IMPROVEMENTS AND, WITH RESPECT TO THE 4R RNAV, THE MIT GROUP HAS DONE ITS JOB. IT HAS IDENTIFIED 3 FLYABLE ALTERNATIVES TO REDUCE OVERFLIGHT NOISE FROM THE 4R RNAV CONCENTRATION.

ONE ADDITIONAL THING THAT WE HAVE ASKED FOR, AND THAT WE HOPE MIT CAN PROVIDE, IS A COMPARISON BETWEEN THE NOISE POPULATION EXPOSURE ON MILTON AND THE OTHER COMMUNITIES THAT WERE ALSO UNDER APPROACH PATHS BEFORE THE 4R RNAV WAS IMPLEMENTED AND THE NOISE POPULATION EXPOSURE FOR THESE COMMUNITIES UNDER THESE 3 FLYABLE ALTERNATIVES. WE THINK THIS DATA WILL HELP LEAD TO FAIR AND REASONABLE RESULT.

I WANT TO MAKE CLEAR THAT OUR BOARD, IN ADVOCATING FOR THE MILTON NEIGHBORHOODS BOMBARDED BY OVERFLIGHTS, DOES NOT SUGGEST THAT THESE 3 FLYABLE ALTERNATIVES SHOULD BE A SUBSTITUTE FOR THE EXISTING 4R RNAV OVER MILTON.

EVEN THOUGH ONE OF THE 3 FLYABLE ALTERNATIVE PATHS IS A NEAR REPLICA TO WHAT WAS IN PLACE OVER WEST AND NORTH QUINCY BEFORE RNAV, WE DO NOT ADVOCATE FOR A RETURN TO THE PRE-RNAV STATUS QUO.

RATHER, OUR HOPE IS THAT ONE OR MORE OF THESE 3 FLYABLE ALTERNATIVES COULD BE A SUPPLEMENT TO THE EXISTING RNAV, NOT A SUBSTITUTE FOR IT. WE ACCEPT THAT THERE SHOULD BE SOME BURDEN AND DISBENEFIT TO MILTON BECAUSE OF OUR PROXIMITY TO THE AIRPORT. OUR ONLY SUGGESTION IS THAT THE BURDEN AND DISBENEFIT SHOULD NOT BE EXCLUSIVE TO MILTON.



AS CONGRESSMAN LYNCH, WHO REPRESENTS MILTON, QUINCY, BRAINTREE, AND HINGHAM, HAS REPEATED ONCE AGAIN IN A LETTER DATED TODAY, AND I QUOTE:

"I BELIEVE THE FAA'S GOAL SHOULD BE TO DISTRIBUTE BOTH ARRIVALS AND DEPARTURES AT LOGAN AIRPORT AS WIDELY AND SAFELY AS POSSIBLE SO THAT NO SINGLE COMMUNITY SHOULD BE SEVERELY OVERBURDENED. UNDER THE CURRENT SYSTEM THERE ARE A NUMBER OF MUNICIPALITIES, ESPECIALLY THE TOWN OF MILTON, WHO ARE OVERWHELMED BY OVERFLIGHTS, WHILE OTHER AREAS REMAIN UNAFFECTED. THIS SITUATION IS UNHEALTHY AND UNFAIR."

SOME HAVE SUGGESTED THAT WE SHOULD SOLVE THE PROBLEM OF AN RNAV OVER MILTON BY PUTTING ANOTHER RNAV OVER MILTON RIGHT NEXT TO IT. MIT HAS NOT SUGGESTED THAT, AND WE DON'T THINK THAT FURTHERS THE GOAL OF THE MOU.

MILTON'S POSITION HAS REMAINED UNCHANGED FOR SEVERAL YEARS. WE HOPE FOR A REGIONAL APPROACH UNDER WHICH MILTON AND ITS NEIGHBORS WORK TOGETHER. AND UNDER WHICH THE NEIGHBORHOODS IN MILTON ACCEPT A FAIR MEASURE OF THE BURDEN AND DISBENEFIT OF OVERFLIGHTS. BUT NOT THE UNCONSCIONABLE BURDEN AND DISBENEFIT THAT WAS IMPOSED ON THEM BY THE FAA WITHOUT CONSENT OR EVEN AN OPPORTUNITY TO BE HEARD.

I AM AWARE THAT OUR NEIGHBORS - QUINCY, BRAINTREE, AND HINGHAM - THUS FAR HAVE FAVORED THE STATUS QUO. THEY HAVE FAVORED NO CHANGE AT ALL, REGARDLESS OF THE GOAL OF THE MOU AND THE 3 FLYABLE ALTERNATIVES.

PERHAPS, IF THE ROLES WERE REVERSED, MILTON WOULD TAKE THE SAME VIEW. BUT I DEARLY HOPE WE WOULD NOT. I DEARLY HOPE, THAT IF THE ROLES WERE REVERSED, MILTON WOULD CHOOSE TO WORK COOPERATIVELY WITH ITS NEIGHBORS TO MITIGATE SOME OF THE HARM CAUSED BY THE FAA.

LET ME END WITH THIS: IN HIS 1<sup>ST</sup> INAUGURAL ADDRESS, THOMAS JEFFERSON DESCRIBED WHAT HE CALLED A "SACRED PRINCIPLE." HE SAID "THAT THOUGH THE WILL OF THE MAJORITY IS IN ALL CASES TO PREVAIL, THAT WILL, TO BE RIGHTFUL, MUST BE REASONABLE."

I ASK EACH OF YOU, AND IN PARTICULAR OUR NEIGHBORS IN QUINCY, BRAINTREE, AND HINGHAM, IN EXERCISING YOUR WILL, TO BE RIGHTFUL AND TO BE REASONABLE.

**From:** [Autumn](#)  
**To:** [Community](#)  
**Subject:** Letter regarding suggested flight path  
**Date:** Monday, October 4, 2021 9:37:28 PM

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Good evening,

My name is Autumn and I live on Woodward Court in Milton. I am writing in response to the suggestion the Milton Select Board has offered to add a new flight path over Braintree, Quincy, and East Milton.

*Mike Zullas, a select board member, asked for a path that will send flights over Braintree and Quincy, be adopted as a "supplement, not a substitute" to the present flight path. "It should not be exclusive to Milton," Zullas said of the air traffic.*

Living by the current path in East Milton, this "supplemental" path would go directly over my home and my neighbors homes, as well. Not only will it be directly overhead, but the suggestion is that both paths be active- so this will undoubtedly amplify the already loud air traffic noise in our neighborhood. We have planes flying over often, so it is already disruptive and loud. I can live with the current situation, however, an additional route directly above us would be absolutely unbearable for myself and my family.

I am strongly against this proposal and will communicate with neighbors and others affected in order to make sure our voices are heard. I urge you all to follow the results of the MIT study and oppose the proposal of such a disruptive and unfounded idea to add a "supplemental" route directly over East Milton in order to spare the rest of Milton.

Please reach out to me with any questions or if further information is needed or welcome, or if there is anyone else I should be writing to in order to make my voice heard regarding this matter. Thank you for your time.

Best,  
Autumn Ohegyi Condliffe & Andrew Condliffe  
203-903-6637



To: Flavio Leo, Massport, [community@massport.com](mailto:community@massport.com)  
From: Cindy L. Christiansen, PhD, [cLcmilton@gmail.com](mailto:cLcmilton@gmail.com); 59 Collamore St., Milton, MA 02186; 617 322-9323  
Date: October 4, 2021 Cindy L. Christiansen, PhD  
Subject: **Comments regarding the Massport/FAA/MIT/RNAV study and Runway 4R approaches.**

Digitally signed by Cindy L. Christiansen, PhD  
Date: 2021.10.04 21:32:07 -04'00'

East Milton residents have inadequate representation on the MCAC. We found out on Friday 10/1/2021 that the Select Board sneaked the 15-degree angled RNAV to Runway 4R into their comments and recommendations to you. The public was only advised of their comments AFTER they sent them to you. Again, East Milton IS NOT REPRESENTED ON THE MCAC.

On 9/23/21, Mike Zullas, on behalf of the Milton Select Board, stated:

"IT [MIT] HAS IDENTIFIED 3 FLYABLE ALTERNATIVES TO REDUCE OVERFLIGHT NOISE FROM THE 4R RNAV CONCENTRATION."

NOTE: He said THREE.

These 3 "flyable alternatives" would require Quincy, Braintree, and Hingham to accept more of the planes that approach Runway 4R. He said "THEY HAVE FAVORED NO CHANGE AT ALL, REGARDLESS OF THE GOAL OF THE MOU AND THE 3 FLYABLE ALTERNATIVES."

NOTE: He said THREE.

Zullas also stated: SOME HAVE SUGGESTED THAT WE SHOULD SOLVE THE PROBLEM OF AN RNAV OVER MILTON BY PUTTING ANOTHER RNAV OVER MILTON RIGHT NEXT TO IT [the 4L].... WE DON'T THINK THAT FURTHERS THE GOAL OF THE MOU."

But then, in the Select Board's 10/1/21 letter to you, signed during an unusual 10am Friday morning meeting, included their support for FOUR flyable alternatives, the fourth one being "ANOTHER RNAV OVER MILTON RIGHT NEXT TO IT [the Runway 4R path].", but this one is to the EAST!

The Select Board wants this 15-degree angled RNAV, which goes directly over more residents in East Milton, residents who already suffer from the excessive use of the 4R path. PLEASE TELL THEM NO.

Also, I believe that someone has exaggerated or falsified information about 4R pre-RNAV and dispersion. I've attached two versions of the 2009 Massport EDR page 6-23 (the Select Board calls it the "blue slide"), the one I have from the 2009 EDR and the one that Milton uses and attached to their comments to you. Who is the "Massport representative" who provided the "blue Runway 4R arrival flight tracks slide from October 2009" to Milton? (See Milton Select Board's letter to you dated 10/1/21.) Did your representative smudge and blur the flight tracks in an attempt to make it seem as if the flights from October 2009 were so all-over-the-place that the tracks were not even discernable? If your representative didn't do this, who did?

Your MIT/FAA/Massport/MCAC study was an expensive failure. Milton's Select Board has shamefully added to the failure. The Select Board is using the excessive and unbearable aviation

traffic over EAST MILTON to claim that the peace and quiet on the other side of town must remain pure (but they don't want you to know that it is quiet over there).

Much of what follows next are comments that you have seen and I hope have read.

On April 8, 2021, Professor John Hansman's recommendation from his extensive work to find dispersion paths to Runway 4R was "Maintain use of current ILS approach to Runway 4R." However, he did not consider dispersion to the west of the 4R flight path where there is another runway (4L) and two already-approved, but under-used (relative to 4R), paths in place.

The MA Congressional Delegation, including Congressman Lynch and Senators Warren and Markey, have consistently supported efforts to disperse planes especially those that follow RNAV paths. Milton officials asked for additional "strings on the harp", i.e., additional paths, to

The fair use of the 4L RNAVs should now be the first step for dispersing planes from the over-used 4R RNAV path. Dispersion using 4L paths would not only help Milton residents under the 4R RNAV, but residents in Quincy and Braintree, too.

While the Milton Select Board proposes dispersion to the east of the 4R approach, they will not consider dispersion to the west, even though this would help residents who live on the east side of the Town of Milton, the ones who are the victims of Milton's aviation noise problems.

remedy the overuse of the 4R RNAV, yet they have fought tooth and nail not to let the 4L RNAVs be two of these strings. **These paths now offer our best chance for dispersion.** The split between 4R and 4L RNAV "strings" should be fair (50/50).

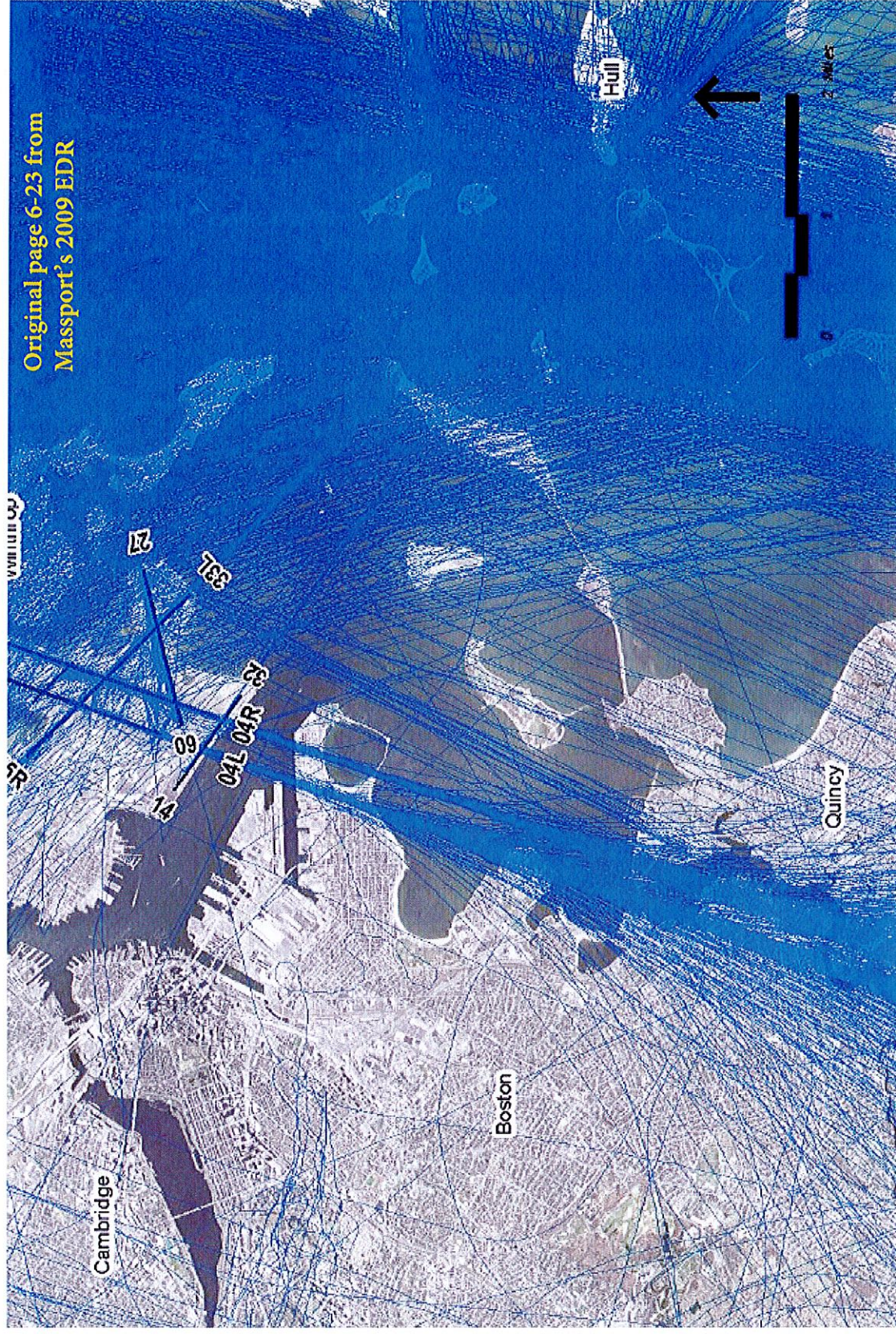
The Select Board has not readily shared their letters and requests. The Select Board has dissolved its "Airplane Noise Advisory Committee" which allowed representation and input from many areas in Milton. Now there is just one resident who gives them advice.

I've provided Reasons why some of the 4R approaches should be dispersed to 4L flightpaths. I **ask you to support and advocate for dispersion of flights from the over-used 4R to the under-used 4L.**

That said, attention to many other details is needed to help dispersion succeed including:

- The number of operations to 4R and 4L combined cannot continue to increase and should be reduced from its 2019 total of 65,000. Residents sandwiched between the 4L and 4R straight-in approaches must be protected from this,
- After dispersing 4R approaches to the west using the two 4L RNAV paths, consider a dispersion path to the east of the 4R RNAV centerline,
- Require runway use restrictions for all of Logan's runways and procedures,
- Require airlines to retrofit their A320 aircrafts with the vortex generator,
- Ask the FAA and Massport to consider upgrading other approach runways to CAT III capabilities, and
- Encourage pilots to "fly quietly" in ways that they know help to reduce noise.





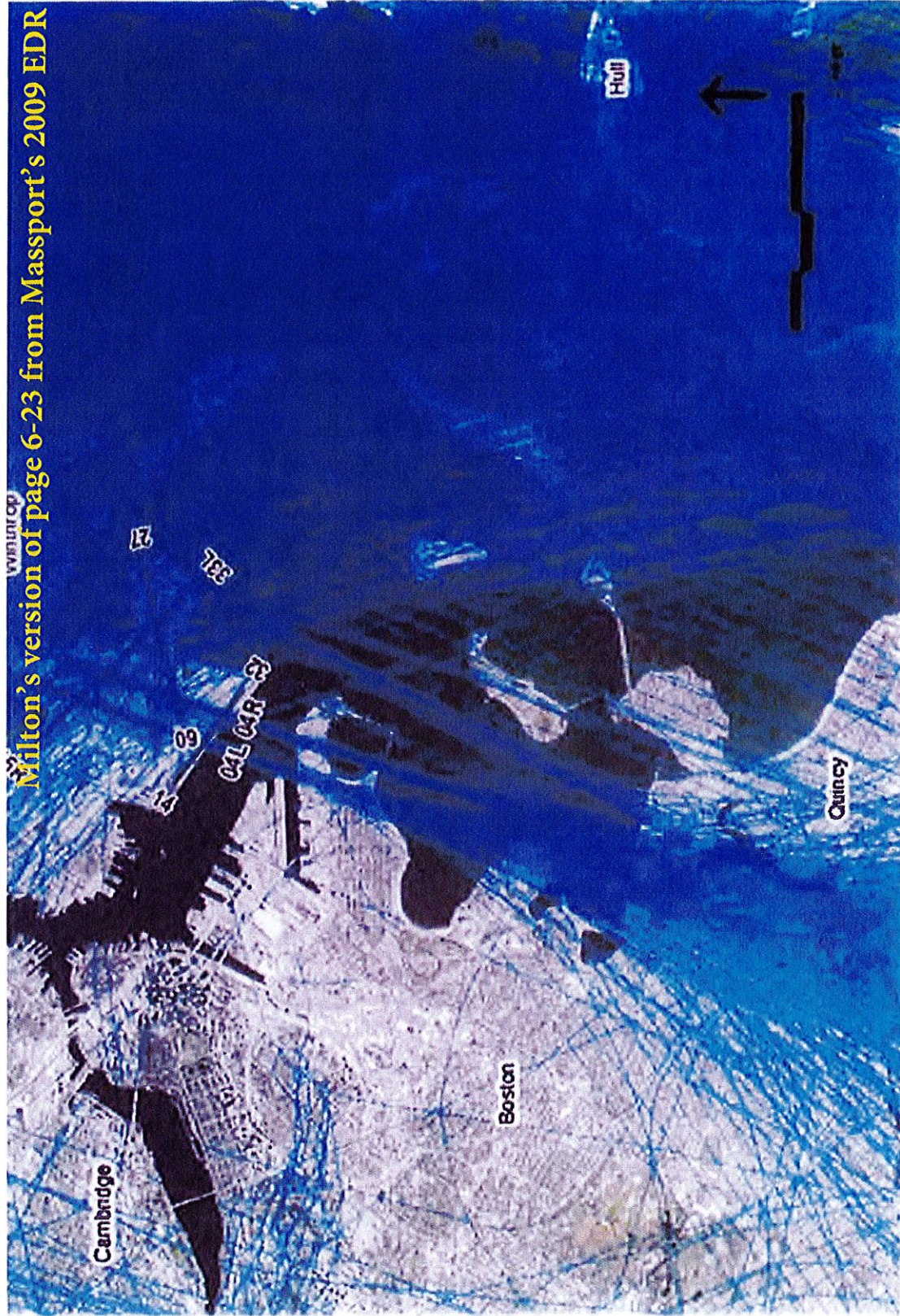
## RealContours™ Air Carrier Arrival Tracks (October 2009)

Source: Massport NOMS/ERA Multi-Lat, Office of Geographic and Environmental Information (MassGIS), Commonwealth of Massachusetts Executive Office of Energy and Environmental Affairs

Figure 6-8

— Arrival Flight Tracks





Source: Massport NCAISERA Multi-Lat. Office of Geographic and Environmental Information  
(MassGIS), Commonwealth of Massachusetts Executive Office of Energy and Environmental Affairs

RealContours™ Air Carrier Arrival Tracks  
(October 2009)

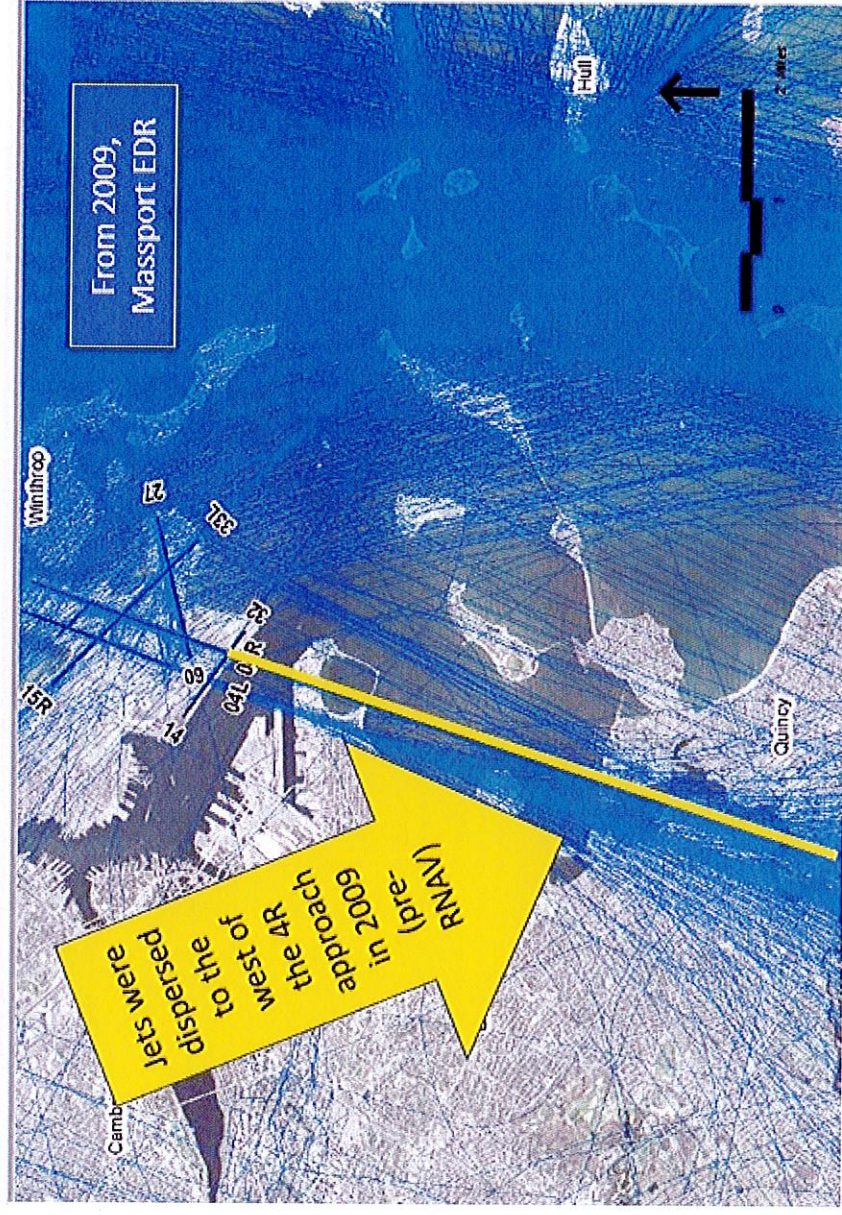
Figure 6-8

— Arrival Flight Tracks



**REASON A: Milton Select Board's Graphic that they Use to Claim Dispersion to the East of the Runway 4R Path in 2009 ACTUALLY Shows Dispersion of Approaches to the West of the 4R Path**

This is the original version of the graphic, not the blurred "blue slide" version that the Milton Select Board uses.<sup>1</sup>



Source: Massport NOMSERA Multi-Lat. Office of Geographic and Environmental Information (MassGIS), Commonwealth of Massachusetts Executive Office of Energy and Environmental Affairs

**RealContours™ Air Carrier Arrival Tracks (October 2009)**

Figure 6-8

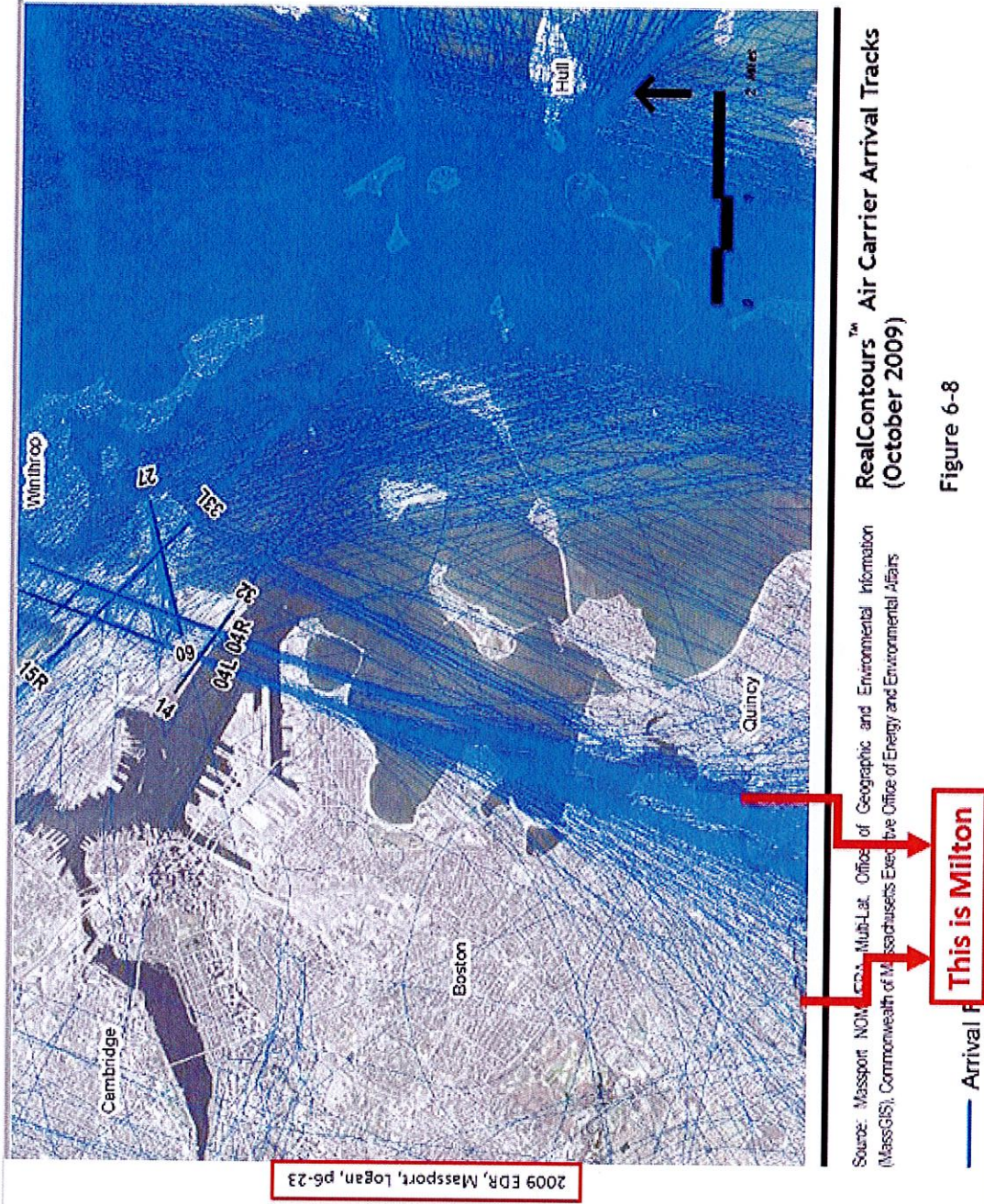
— Arrival Flight Tracks

<sup>1</sup> The Town of Milton is using a graphic that looks slightly different from this one even though they come for the identical source. The differences might be due to resolution differences. They should use one with better detail. See the Appendix on the last page of this Report for more.



What their graphic actually shows is that pre-RNAV approaches were dispersed over **ALL of Milton**, not just concentrated over East Milton as they are today. Very few planes were dispersed over Quincy. The FAA should "restore" equity by dispersing flights to Runway 4L.

Here is another way to see that flights were dispersed over all of Milton:





**REASON B: The Number of Approaches to 4L has DECREASED Over Time while the Number to 4R has INCREASED**

Comparing the number of jet approaches in 2019<sup>2</sup> to the numbers in 2009 there was

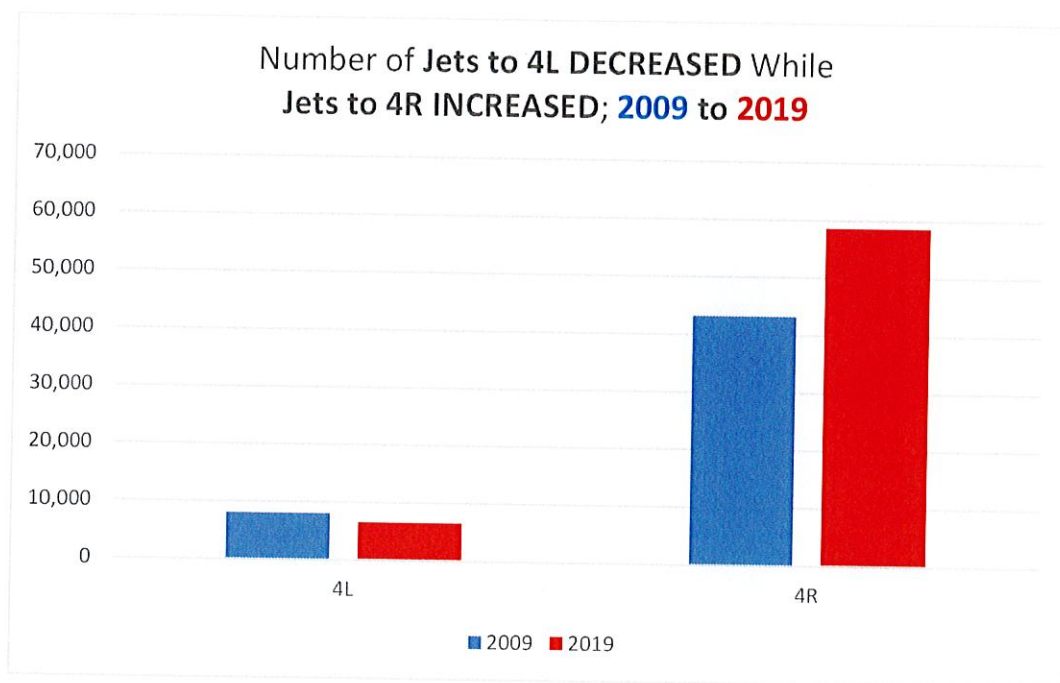
- a 20% DECREASE in the number of jets to 4L in 2019 when compared to 2009;
- a 36% INCREASE in the number of jets to 4R in 2019 when compared to 2009.

In 2009 there were

- 5.4 approaches to 4R for every 1 to 4L.
- 118 jets/day on average to 4R and only 22/day to 4L
- 43,142 jets/year to 4R and only 7,990/year to 4L

In 2019 there are

- 9.1 approaches to 4R for every 1 to 4L.
- 160 jets/day on average to 4R and only 18/day to 4L.
- 58,519/year to 4R and only 6,416/year to 4L

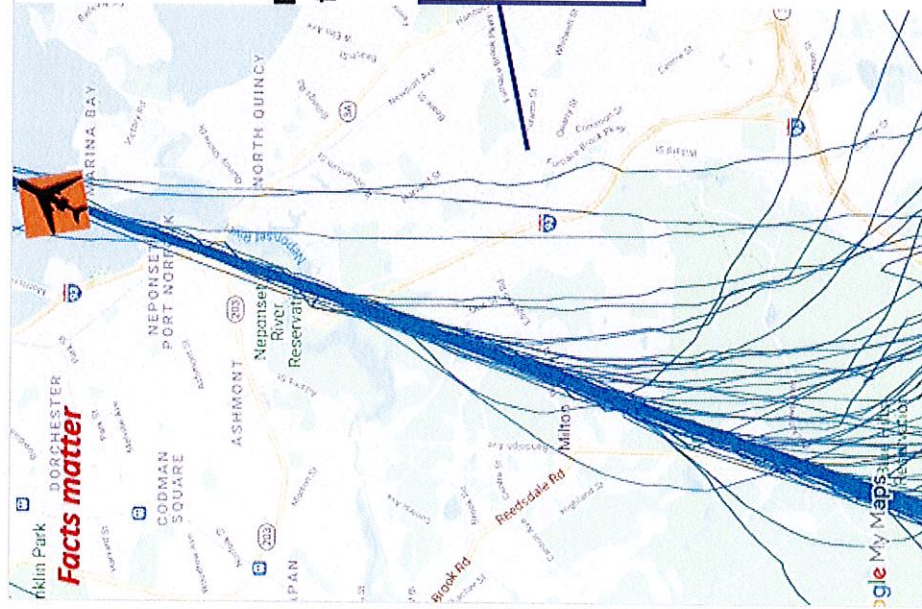


Areas to the west of 4R should once again share more of the planes that now arrive on the overused 4R, like they did pre-RNAV.

Sending 58,519 jets/year over the same flight path is unfair, especially because there are two approved RNAV paths to 4L, to the west of the 4R path, that would serve to disperse planes.

<sup>2</sup> <http://www.massport.com/logan-airport/about-logan/noise-abatement/runway-use/>

**REASON C: More Approaches to 4R Appear to be Crossing Over Quincy and Braintree Now Than in the Past**



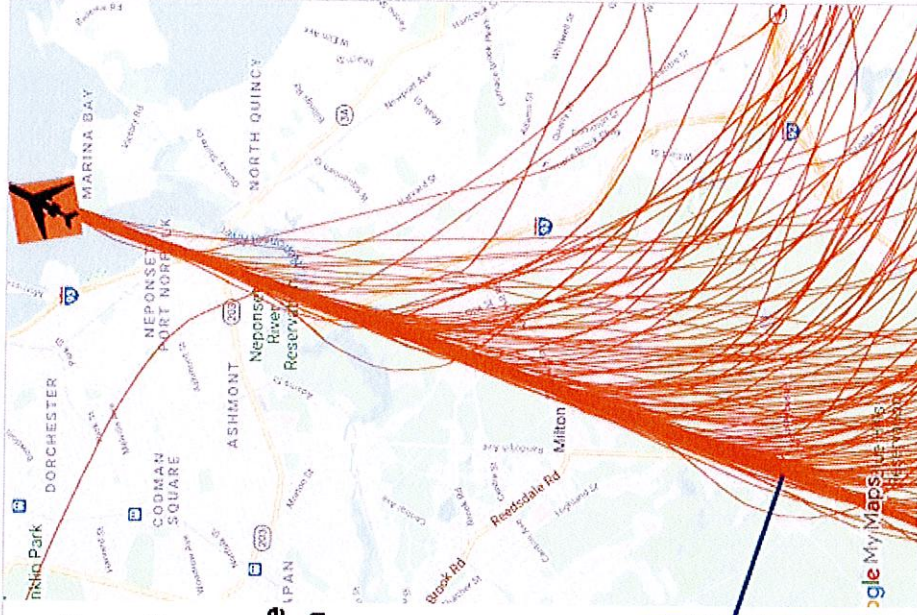
**Milton's Select Board and MCAC representative want to "revert" and disperse 4R approaches over Quincy "like things were in 2009".**

**However, more approaches are flying over Quincy now than in the past.**

**325 jet approaches to Runway 4R on a day in October 2009**

**318 jet approaches to Runway 4R on a day in October 2017**

Flight track data are from Massport



**From:** [yexing1985@gmail.com](mailto:yexing1985@gmail.com)  
**To:** [Community](#)  
**Subject:** flight paths over Milton, Hull?  
**Date:** Monday, October 4, 2021 10:22:33 PM

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CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am a resident of East Milton, I am agreed with the MIT's study so in recommending that no changes to the flight path over Milton; however, Massport should find better ways to reduce noises from the planes when flighting over Milton.

Thank you for your attention to my comments!

Eric Huang  
51 Saint Agatha Rd Milton MA 02186

Sent from my iPhone



**From:** [MARTHA DUFFLEY](#)  
**To:** [Community](#)  
**Subject:** Proposed Flight path changes over Milton  
**Date:** Monday, October 4, 2021 11:03:11 PM

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It is my understanding that the Milton Select Board recommended that a change in flight paths be created, this path is called the 15-degree angled RNAV. This path would help on section of Milton, however it would adversely impact the area of East Milton. East Milton already suffers from highway noise, traffic disruptions due the Southeast Expressway and highway problems. To add more airline noise to this area is unfair. The Milton Select Board clearly is sacrificing the quality of life in East Milton and not representing the citizens of this side of town fairly. Their recommendation is not representative of all citizens who participate in the election process.

I respectfully request that their recommendation not be adopted.

Martha Duffley  
46 Sheldon St  
East Milton, MA