Figure 1. Conventional, RNAV, and RNP Navigational Methods

Conventional Procedures (Ground-Based, Imprecise)

RNAV Procedures (Increased Airspace Efficiency)

RNP Procedures (Seamless, Optimized Flight Path)

Notice the width of the blue possible flight path.

RNP capable of a curved arrival path. New 4L visual RNAV could be a rnp for jetblue (source: DeVito). Could 4R and 4L paths be curved?

Source: OIG based on FAA data.

Source: page 4
The frequency of particulate matter (plane pollution) in the area surrounding LAX. 
Most of Milton is between 5.5 – 12 miles away from Logan. 

Air quality and this study could be very important to Milton's attempt to get rid of some of the arrivals planes.

Source: Neelaki Hudda, Keck School of Medicine of USC, Pollution from LAX Jet Worse than Previously Thought
WASHINGTON – The U.S. Department of Transportation’s Federal Aviation Administration (FAA) will soon begin work on the next step in a multi-year effort to update the scientific evidence on the relationship between aircraft noise exposure and its effects on communities around airports.

“The FAA is sensitive to public concerns about aircraft noise. We understand the interest in expediting this research, and we will complete this work as quickly as possible,” said FAA Administrator Michael Huerta. “This Administration takes its responsibility to be responsive to communities’ concerns over air noise seriously. Our work is intended to give the public an opportunity to provide perspective and viewpoints on a very important issue.”

Beginning in the next two to three months, the FAA will contact residents around selected U.S. airports through mail and telephone to survey public perceptions of aviation noise throughout the course of a year. This will be the most comprehensive study using a single noise survey ever undertaken in the United States, polling communities surrounding 20 airports nationwide. To preserve the scientific integrity of the study, the FAA cannot disclose which communities will be polled. …
Other Procedures – Runway 27 Departures

This graphic shows the results of the Brookline/JP lawsuit from the 1990’s and the social injustice that planes that could fly due west from runway 27 which points due west, instead fly over Mattapan, Hyde Park and eventually Milton.
This is another Runway 27 departure graphic. The red is old paths, the blue is the March 2013 RNAV (approval thru Categorical Excursion). NOTE: paths over Brookline are now further west. Paths over Braintree now only hit a small part of the town’s border. if it were not for the 1990 lawsuit, the departures likely would bypass most of Milton.
This is another graphic that shows Brookline has no census block that has noise of 45 or greater and that Braintree also is spared except possibly along its western border. Shows what litigation and/or strong CAC influence will do.
This is runway 33L departures. Note, once again, flights have moved off of Braintree and Brookline. This is the one RNAV over Belmont that has their elected officials up in arms.