



The Commonwealth of Massachusetts  
MASSACHUSETTS SENATE

**SENATOR WALTER F. TIMILTY**

*Norfolk, Bristol and Plymouth District*

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SUBSTANCE USE AND RECOVERY

JOINT COMMITTEE ON PUBLIC SERVICE

SENATE COMMITTEE ON BONDING,  
CAPITAL EXPENDITURES AND STATE ASSETS

June 25, 2019

Ms. Colleen D'Alessandro  
Acting Regional Administrator  
New England Region  
Federal Aviation Administration  
12 New England Executive Park  
Burlington, MA 01803-5299

Mr. John Prankevicius  
Acting Chief Executive Officer  
Massport Executive Offices  
1 Harborside Drive  
East Boston, MA 02128

Mr. David Carlon, Chair  
Mr. Matthew Romero, Executive Director  
Massport Community Advisory Committee  
P.O. Box 470614  
Brookline, MA 02447

Re: RNAV Study/Block 2

Dear Ms. D'Alessandro and Messrs. Prankevicius, Carlon and Romero:

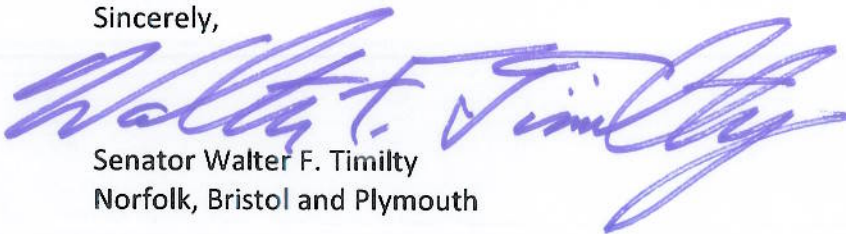
I am writing in support of the Town of Milton Select Board's request to have their requests and recommendations included in the MIT RNAV Study Block 2. It is imperative that the needs of the 4L/4R communities as described in the select board's letter are met in a timely manner.

Both the constant barrage of noise and the public health risk posed by inequitable flight traffic patterns over the 4L/4R communities are completely inexcusable. Overhead flights cause extreme disruptions to daily life, affecting sleep patterns and productivity. Moreover, for more than five years, the 4L/4R communities have requested that both Massport and the FAA address three specific issues affecting these communities. First, restore the dispersion of the 4L/4R overflights using RNAV to resemble the flight paths dispersion that existed before the introduction of Performance Based Navigation (PBN). Second, require that the airplanes arriving on 4L/4R strictly follow the FAA's standard of a three degree glide slope during descent so that a reasonable altitude is maintained above residences located in the flight path. Third, conduct field research under the 4L/4R flight paths which will show that the RNAV paths have shifted more westward than the FAA reports. Additionally, this research will show that the Closely Spaced Parallel Runways (CSPR) configuration that is used at Logan Airport is causing planes to fly much closer together than reported, as well as the fact that noise monitor location and technology are no longer providing reliable data.

In conclusion, I fully support the inclusion of the requests of the Milton Select Board in Block 2 of the MIT RNAV Study. The information compiled in the accompanying letter clearly indicates the need for further investigation into the issues plaguing the 4L/4R communities. Additionally, it is clear that the 4L/4R communities have been requesting that these criteria be included in Block 2 for over half a decade. It is time to pay attention to the needs of these residents who are suffering from the constant noise and disruption of these over flights.

Thank you for your attention to this matter. If you have any questions, please do not hesitate to contact me.

Sincerely,



Senator Walter F. Timilty  
Norfolk, Bristol and Plymouth





# The Commonwealth of Massachusetts

House of Representatives

State House, Boston 02133-1054

June 26, 2019

Ms. Colleen D'Alessandro  
Acting Regional Administrator  
New England Region  
Federal Aviation Administration  
12 New England Executive Park  
Burlington, MA 01803-5299

Mr. John Prankevicius  
Acting Chief Executive Officer  
Massport Executive Offices  
1 Harborside Drive  
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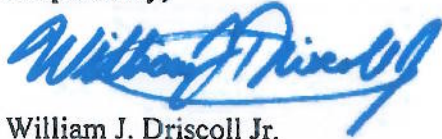
We are writing to again formally support the town of Milton's request to restore the dispersion of 4L/4R over flights using RNAV to resemble the degree of flight paths dispersion that existed before the introduction of Performance Based Navigation (PBN). Additionally, we are aligned with the Select Board, Milton's Massport Community Advisory Committee (MCAC) representative and other signatories in making the other requests and recommendations contained in the letter to you on June 26, 2019. The document and appendix entitled 'Requests and Recommendations For Study Block 2 Dispersed Runway 4L and 4R Arrival Path Tests' represents specific, detailed and reasonable requests for action.

As the delegation representing Milton in the Massachusetts House of Representatives we would also like to extend our renewed invitation to the FAA and the study team to conduct fieldwork under the 4L/4R paths in Milton. Our community has continually made this request in a cooperative and supportive spirit. It is important to us that the field realities and conditions are collected in order to verify and confirm that the modeling being utilized in lab settings is as accurate as possible. This type of activity and verification by the study team will ease the deeply held concerns that the RNAV paths are shifted more westward than FAA reports and that the

4L/4R paths are much closer together than reported. It is our understanding that aircraft noise profiles can vary dependent on variables such as a deployed landing gear, aircraft altitude and angle of descent. These variables, their frequency and each aircraft's location can be observed and recorded in the field and better inform lab assumptions related to navigation, noise metrics, airframe noise assumptions, and the presence of parallel approaching aircraft, etc.

We hope that arrangements to visit Milton to conduct fieldwork can be made in the near term and are available to assist in anyway.

Respectfully,



William J. Driscoll Jr.  
7<sup>th</sup> Norfolk District



Daniel R. Cullinane  
12<sup>th</sup> Suffolk District