

The following are prepared remarks read by Bill Driscoll Jr. during the public comment period of the April 28, 2016 Massport Board Meeting.

Chairman Angelini, Secretary Pollack, Mr. Glynn, Members of the Massport Board of Directors and Massport leadership team...thank you for the opportunity to speak here today.

My Name is Bill Driscoll Jr., I live at 625 Adams Street in Milton Massachusetts.

I am here to deliver a message in person that is similar to the concerns that my fellow community members have sent via letter, email and over the phone to Massport.

The Town of Milton is being unduly burdened with air traffic.

There has been an exponential increase in air traffic and we need relief.

In March of this year, more than 1,500 complaints were filed by Milton residents regarding airplane traffic overhead. That is nearly 12 times more complaints filed than any other community, according to the Milton Air Noise Committee's reading of Massport's own data.

The concern and uproar from residents is not unfounded.

Milton is experiencing a level of air traffic like never before. The frequency of planes is taking a toll on sleep, quality of life and many of us are extremely concerned about the effects of particulates in the air emitted from engines flying at low altitudes overhead.

Such as the altitudes flown by planes over much of Milton on a daily basis between 1,200 and 3,000 feet. Paths cover all but one of our school buildings.

To clarify, perhaps instead of the phrase daily basis I should explain our new normal.

According to Boston Fair Skies Coalition this month of April there was a span of 13 consecutive days, when planes were passing over between 30-90 seconds apart for 18 hours per day.

The photo I have provided you with is one that I took mid day on April 15, 2016 from a parking lot in East Milton square. April 15th was part of the 13 consecutive days and as you can see there are two planes approaching Logan airport in parallel.

Not only were planes 30-90 seconds apart....the air over Milton was literally doing double duty, with double decibels, and double engine exhaust.

This photo depicts an east Milton airshow that none of us signed up for.

Milton also had nearly constant plane pollution and traffic on 25 of 31 days in March, for an average of 9 hours a day. In one single stretch we experienced a total of 91 straight hours of planes in close succession overhead, shaking homes, rattling windows and keeping people awake.

Planes are not going to go away. We get it, given our proximity to the airport and the city.

Planes overhead are inevitable... But no one wants to see this level of air traffic continue for one more day.

I have to say that I agree with the Milton Board of Selectmen when they wrote to Massport and the FAA in a letter dated March 22nd 2016 :

To paraphrase : "The implementation of the RNAV system has unduly burdened the Town of Milton. As you know, four runways... place air traffic over Milton. Last year, the FAA proposed to add two more RNAVS... to the sky over Milton. If implemented, the FAA's proposal would result in five RNAVs over Milton, a scenario that is wholly unacceptable to us. Our town receives a disproportionate share of air traffic ...This is inequitable and unsustainable over the long term."

In closing, I urge you to explore measures such as :

Installation of Vortex Generators on airplanes flying in Massachusetts airspace. Reportedly, utilizing the Vortex generators could reduce noise levels by up to 9 decibels per plane.

Implement Optimized Profile Descent (OPD), a method by which aircraft approach airports prior to landing. It is designed to reduce fuel consumption and noise compared to other conventional descents.

And Lastly, spread the air traffic traveling via flight paths out equitably over the region and utilize routes over water during nighttime and early AM hours, so that going forward Milton is not overburdened with disruption and concentrated health hazards.

Thank for your time and consideration.