



Massport Community Advisory Committee
P.O. Box 470614
Brookline, MA 02447

January 19, 2018

VIA ELECTRONIC MAIL

Thomas Glynn, Chief Executive Officer
Massachusetts Port Authority
One Harborside Drive, Suite 200S
East Boston, MA 02128-2090
Tom.Glynn@massport.com

RE: Massport Community Advisory Committee, Vote to Support RNAV Study Block 1

Dear Mr. Glynn:

I am following up on your request for confirmation of the vote supporting the RNAV Study Block 1 recommendations by the Massport CAC. On December 7, 2017, the Massport Community Advisory Committee (MCAC), held a public meeting and voted to support the RNAV Study Block 1 recommendations as presented by MIT Professor R. John Hansman, PhD on November 14, 2017 and modified by the report and recommendation made by representatives of the Federal Aviation Administration at the December 7, 2017 MCAC meeting.

The public meeting was attended by a quorum of twenty-two Massport CAC members. Twenty-one members voted favorable action and one member was opposed. The Massport CAC motion, as amended, is attached.

The presentation by the FAA at the December 7th meeting regarding runway 33L overwater RNAV visual procedure was well received and valued by members. We are looking forward to engaging with the FAA on the other Block 1 procedures supported by the MCAC.

Going forward, we are requesting increased active participation by the FAA with the MCAC throughout the Block 2 phase of the RNAV Study. This next phase of the study, Block 2, is more complex and challenging. Having the FAA more engaged in collaborating with communities impacted by the implementation of RNAV can greatly improve the success of the study. The Massport CAC has been supportive of the Block 1 analysis and we are looking forward to working collaboratively with Massport, FAA, and the MIT team on Block 2.

Thank you for your support of the RNAV MOU. Please let me know what additional information is required of the MCAC. I am available at your disposal to assist you in any way to ensure the Block 1 recommendations are adopted by the FAA.

Very truly yours,

David Carlson, Chair



Massport Community Advisory Committee

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On behalf of the MCAC

cc: (via electronic mail)

Massport CAC

Jennifer Dopazo Gilbert, Esq., Massport CAC Counsel

Amy Corbett, Regional Administrator, FAA

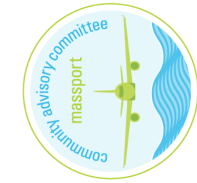
Todd Friedenber, Deputy Regional Administrator, FAA

R. John Hansman, PhD., MIT

Anthony Gallagher, Community Relations, Massport

Attachment:

Massport CAC Motion of December 7, 2017, to support RNAV Study Block 1 recommendations.



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Question of Whether to Vote in Connection with Recommended Procedures (i.e. Block 1)

Motion:

Massport Community Advisory Committee supports the following Block 1 recommendations as presented by R. John Hansman of 11/14/2017:

1. Reduced Speed Departures 1-D1 (ref. Procedure Design Concepts by R. John Hansman of 11/14/2017) from runways 33L and 27 consisting of a thrust reduction to approximately 1,000 AGL followed by an acceleration to 220 knots climb speed or minimum clean maneuvering speed whichever is greater until an altitude of 6,000' or 10,000' or NAPD-1 to 6,000', whichever will result in the greatest noise reduction for the greatest number of people.
2. The runway 15R and 22R/L departure way point relocations 1-D3a, b and c, whichever will result in the greatest noise reduction for the greatest number of people (ref. Procedure Design Concepts by R. John Hansman of 11/14/2017) consisting of a climb on runway heading to a post-takeoff turn as early as possible, then direct to waypoints as far as possible north and east.
3. The runway 33L overwater RNAV instrument approach procedure with RNP overlay 1-A1a (ref. MIT ICAT RNAV GPS Draft v5 overlay of 11/14/2017) which, as closely as possible, files the Jet Blue RNAV Visual track.
4. The runway 33L overwater RNAV visual procedure 1-A1b (ref. Procedure Design Concepts by R. John Hansman of 11/14/2017), **as modified by the FAA report and recommendation made at the MCAC meeting of 12/07/2017**, now in use by Jet Blue and distribution for general use by other airlines.

**FAA PRESENTED MODIFICATION TO ITEM FOUR.
RESOLUTION ADOPTED AS AMENDED BY MCAC**