



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Regional Administrator
New England Region

1200 District Avenue
Burlington, MA 01803

June 27, 2022

Mr. Edward C. Freni
Director of Aviation
Massachusetts Port Authority
One Harborside Drive, Suite 2005
East Boston, MA 02128

Dear Mr. Freni:

The Memorandum of Understanding (MOU) between the Federal Aviation Administration (FAA) and the Massachusetts Port Authority (Massport), which was executed in September 2016, established a framework for cooperation between the parties to explore changes or amendments to Performance Based Navigation (PBN) procedures used by aircraft operating at Boston Logan International Airport (BOS).

Exploration and development of procedures was separated into two sequential blocks, known as Block 1 and Block 2. Block 1 publication occurred in December 2021. Block 1 changes included the approach procedure to runway 33L (BOS RNAV (RNP) X RWY 33L) and Standard Instrument Departure (SID) transitions from runway 15R (BLZZR5, BRUWN6, CELTK6, HYLND6, LBSTA7, PATSS6 and REVSS5). These procedure changes reduced impacts from aircraft noise, while maintaining the safety and efficiency benefits of PBN procedures at BOS.

Concerning Block 2, the Massachusetts Institute of Technology (MIT) report included four recommendations, two of which the Massachusetts Community Advisory Committee (MCAC) recommended for implementation—specifically, the Runway 22L/R RNAV SID and Runway 22L overwater RNAV Approach. Of the other two recommendations, one was rejected (Runway 33L departure) by the MCAC and one remains for further review by MCAC.

As part of our agency-wide focus on horizontal integration and community engagement, FAA facilitated and conducted internal and external outreach throughout the duration of the MOU. This outreach resulted in a strong partnership between the FAA, Massport, and the community. The MOU collaboration model amongst FAA, Massport, and the community was the first of its kind and was successful in developing workable solutions to community concerns. We also recognize the technical contributions of MIT and Harris Miller Miller & Hanson (HMMH) Inc. FAA continues to participate in community meetings with the leadership and members of the MCAC.

The FAA believes a positive working relationship has been developed between the parties and the community, and will continue through the consideration of the Block 2 procedures. In light of this progress, the FAA believes the purpose of the MOU has been met, and therefore pursuant to section 11 of the MOU, this letter conveys notice of termination of the MOU.

The sun-setting of this MOU is a major accomplishment and is possible because of the partnership and positive collaboration and coordination between the parties and the community. The FAA looks forward to continued collaboration with Massport.

We are proud to move forward from this successful accomplishment and look forward to additional meaningful collaboration towards providing the safest most efficient aerospace system in the world.

Sincerely,

Colleen M. D'Alessandro
Regional Administrator, New England Region

CC:

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