

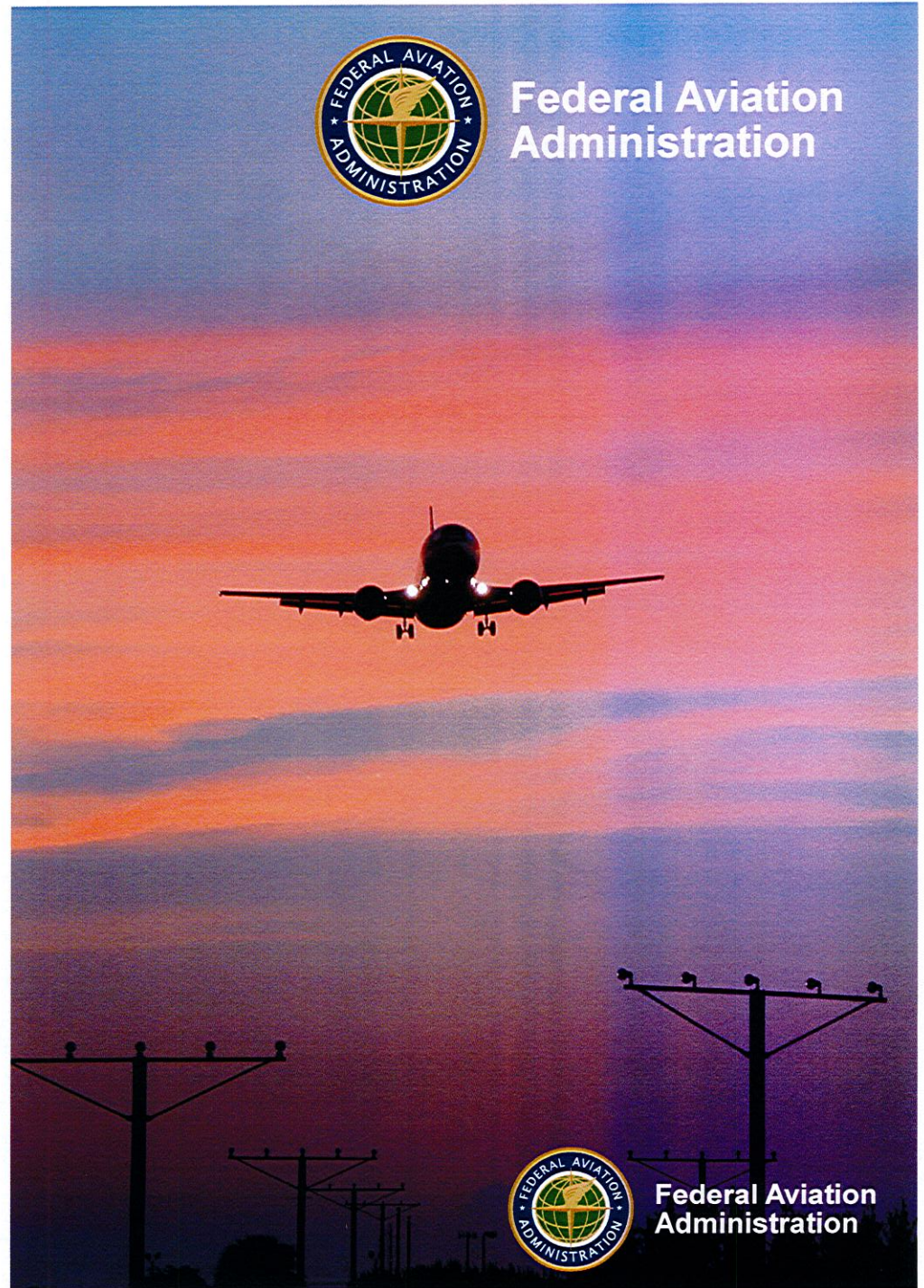
# Proposed Procedure for Runway 33L

Area Navigation (RNAV)  
Global Positioning System  
(GPS) Y Runway 33 Left  
(RWY 33L)

Presented to: **Massport Community Advisory  
Committee**

By: **Eastern Service Center,  
Operations Support Group**

Date: **December 7, 2017**





# Background

- April 7, 2017, Massport requests that the FAA refine and adopt the existing jetBlue Airways (JBU) Area Navigation (RNAV) Visual approach to Boston Logan's Runway 33L for public use.
  - FAA/Massport Memorandum of Understanding (MOU) established working relationship to address Performance Based Navigation (PBN) procedures.
- Massport stated that the refinement of the procedure is likely to result in increased use during the hours of 12 AM to 6 AM.
- During procedure development slight variations were made to ensure adherence to safety criteria and ability to fly the procedure for the more diverse fleet mix.



April 7, 2017

Todd Friedenborg  
Deputy Regional Administrator  
Federal Aviation Administration  
New England Region  
1200 District Avenue  
Burlington, MA 01803-5299

Re: FAA/MPA RNAV Pilot Test: Request that FAA adopt the jetBlue RNAV Visual Approach Procedure to Boston Logan Runway 33L

LL-29632

MEMORANDUM OF UNDERSTANDING  
BETWEEN THE  
FEDERAL AVIATION ADMINISTRATION  
AND THE  
MASSACHUSETTS PORT AUTHORITY

1. Parties

The parties to this Memorandum of Understanding ("MOU") are the Federal Aviation Administration ("FAA") and the Massachusetts Port Authority (the "Authority").

2. Purpose

This MOU outlines the actions the Authority and the FAA intend to undertake in seeking reductions to overflight noise impacts of aircraft operations at Boston Logan International Airport (BOS) that result from the FAA's implementation of NextGen precision-based navigation (PBN) procedures including RNAV. The Authority and the FAA will cooperate in analyzing opportunities for noise reduction through changes or amendments to PBN procedures. Such cooperation could include analyzing the feasibility, the benefits and impacts, testing (as deemed necessary by the FAA), developing an implementation plan (including environmental analysis), and coordinating on community outreach.

3. Objectives

This MOU establishes a framework for cooperation by the FAA and the Authority in exploring, evaluating and advancing changes or amendments to PBN procedures that reduce impacts from aircraft overflight noise, while at the same time maintaining the safety and efficiency benefits of PBN procedures at BOS. To that end, a specific goal of the Parties is to determine the degree to which procedural changes or amendments will result in improvements to the noise environment that results from RNAV flight path concentration, including:

- Identification of procedural changes or amendments to reduce overflight noise from RNAV concentration;
- Feasibility assessment of specific noise abatement procedures;
- Design and modeling of proposed changes or amendments to procedures to assess safety, level of benefits and potential impacts, further refinement, and consideration for testing (as deemed necessary by the FAA) and/or implementation (if deemed feasible by the FAA); and
- Incorporation of community outreach and feedback and consideration of further potential refinement of procedural changes or amendments based on such feedback.

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Administration

# Outline

- **Initial Procedure Design**
- **MCAC Feedback**
- **Alternative Procedure Design**
- **Environmental**
- **Next Steps**



# RNAV (GPS) Y Runway 33L

- **Mission – design a procedure that will:**
  - Adopt and refine for public use of the existing jetBlue Airways RNAV Visual to Boston RWY 33L.





# Initial Design





# FAA Proposed | North Leg

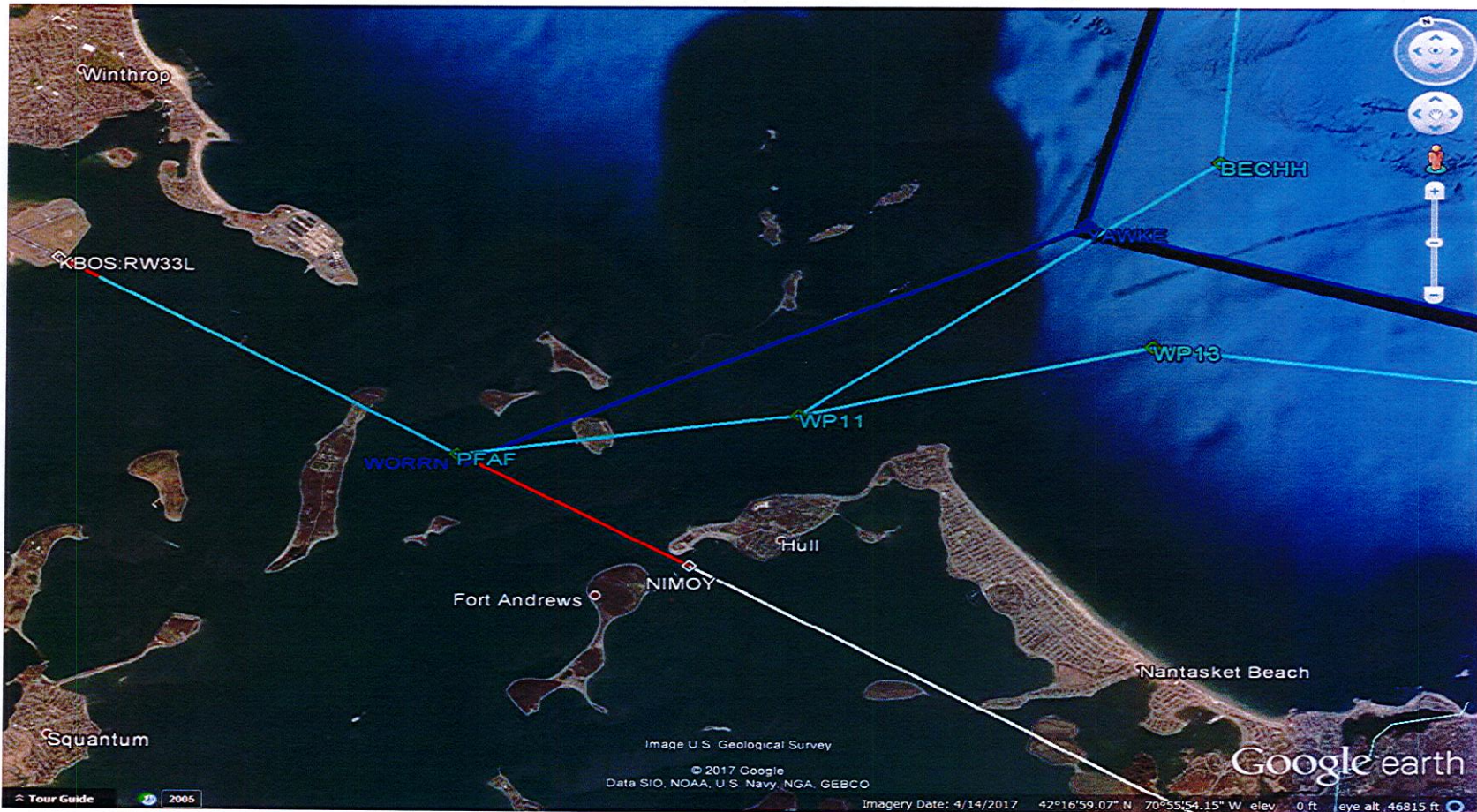


BLUE = jetBlue RNAV Visual Special  
 Dark Green = FAA (Draft) RNAV (GPS) Y RWY 33L  
 \*a bit hard to see as they overlap for the most part





# FAA Proposed | South Leg



BLUE = Current jetBlue RNAV Visual Special  
Turquoise = FAA (draft) RNAV (GPS) Y RWY 33L  
Red and White shows the published 33L straight in





# Procedure Requirements

- **Weather Minimums**
  - 1,000 foot ceiling and 3 statute mile visibility
- **Waiver Required**
  - Due to greater than 30 degree turn





# Refined Design



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# RNAV (GPS) Y Runway 33L

- **Refined Mission – design a procedure that will:**
  - Adopt and refine for public use of the existing jetBlue Airways RNAV Visual to Boston RWY 33L.
  - Further avoid overflying the Hull, Nahant and Little Nahant peninsulas.





# FAA Proposed | North Leg



BLUE = jetBlue RNAV Visual Special  
Dark Green = FAA (Draft) RNAV (GPS) Y RWY 33L  
\*a bit hard to see as they overlap for the most part



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# FAA Proposed Refinement | South Leg



BLUE = Current jetBlue RNAV Visual Special  
Green = FAA (draft) RNAV (GPS) Y RWY 33L  
Red and White shows the published 33L straight in





# FAA Proposed Refinement | South Leg



BLUE = Current jetBlue RNAV Visual Special  
Green = FAA (draft) RNAV (GPS) Y RWY 33L  
Red and White shows the published 33L straight in





# FAA "Refined" Proposal | Overview



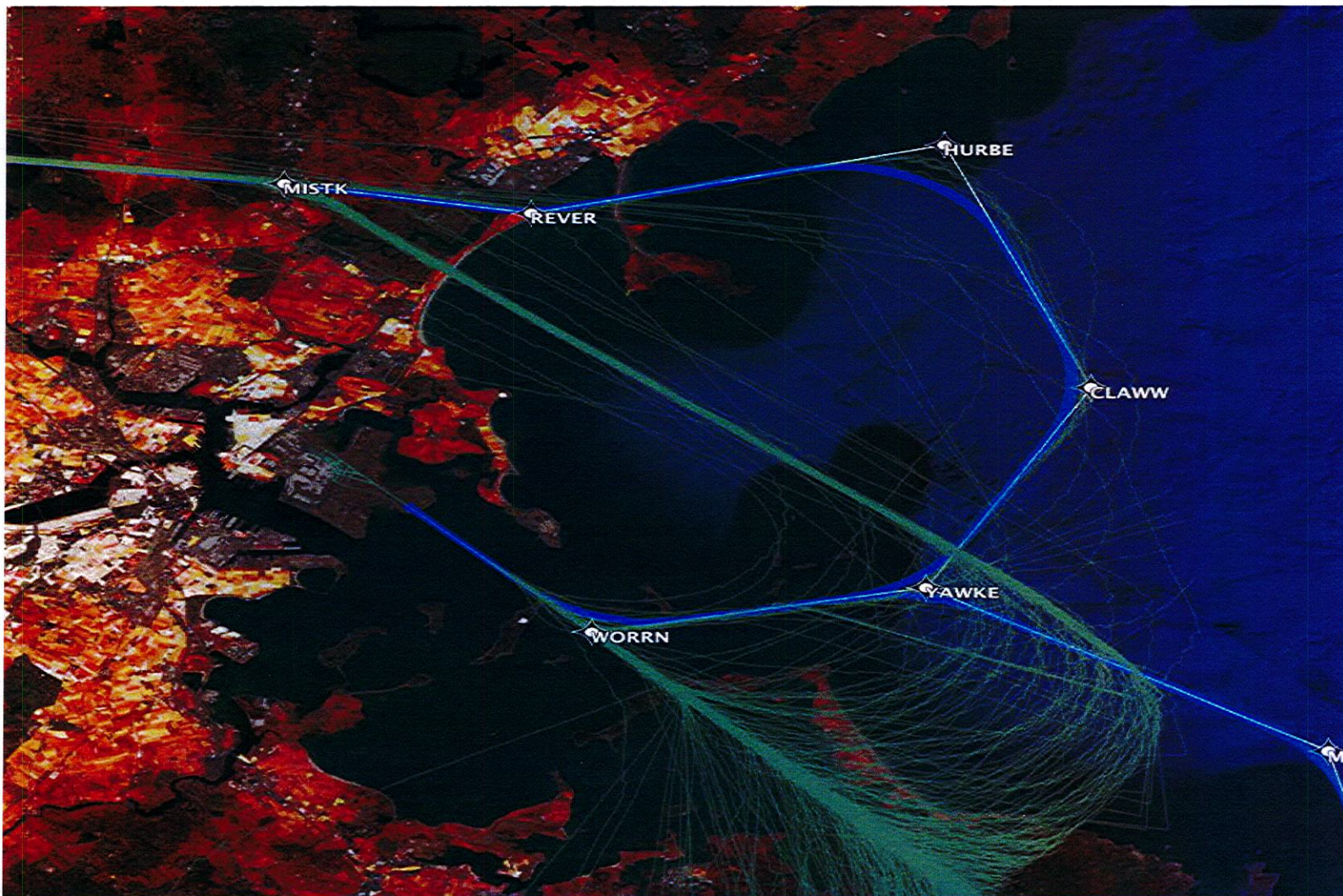
BLUE = jetBlue RNAV Visual Special procedure  
Dark Green = FAA (draft) RNAV (GPS) Y RWY 33L  
\*Red and White is the current 33L straight in approach path



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# RWY 33L Track Data April 2015 – March 2016





# Procedure Requirements

- **Weather Minimums**
  - 500 foot ceiling and 1/2 statute mile visibility
- **Waiver Required**
  - None





# Environmental Process

- Both proposed RNAV approach procedures are consistent with the *October 2007 Record of Decision*.
  - Available for review at:  
<http://www.bostonoverflightnoisestudy.com/phase1.aspx>.
  - The requirements used to develop this procedure are outlined under the *Alternative 11* section.
- Environmental reviews in accordance with the National Environmental Policy Act were conducted in conjunction with the development of this change.
- The FAA examined the proposed actions and determined that they generally fall under the 2007 Alternative 11 Runway 33L Arrival categorical exclusion and that the procedures are also specifically categorically excluded in accordance with paragraphs 5-6.5 g, i, and p of FAA Order 1050.1F, "Environmental Impacts; Policies and Procedures."





# Moving Forward

- The FAA is committed to cooperating with Massport in analyzing opportunities for noise reduction through changes or amendments to PBN procedures at Boston Logan.
- FAA will encourage the users to fly this procedure. However, it is up to the individual pilot to determine if they can accept the advertised procedure for the time period.
- Next Step:
  - MASSPORT confirms with the FAA by January 16, 2018, on whether the RNAV (GPS) Y RWY 33L procedure should be published.





# Questions and Answers

