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July 1, 2019

Dr. John Hansman
c/o Massport
Department of Aeronautics and Astronautics
Massachusetts Institute of Technology
77 Massachusetts Ave.
Cambridge, MA 02139

Dear Dr. Hansman,

On behalf of the 33L communities, we want to take the opportunity to thank you for attending our meeting last Monday night and presenting the options that you and your team have formulated for runway 33L as part of the Logan RNAV study. The presentation and discussion were informative as a start to identifying preferences among the communities.

In terms of follow-up that would be helpful to further the discussion, we request the following:

- Census tract level noise data for the current set of 33L Block II dispersion concepts (e.g. "options")
- Pre-2013 baseline information in a comparable format to compare pre 2013, current conditions and proposed Block II options
- Additional information on the new, Variable Rotation Departure and how a use plan for this option might look
- Assumed environmental process for each proposed option based on modeled effects
- The geographical coordinates and corresponding 'N above 60dB LA Max Day, 50dB LA Max Night' and population values for:
 - the 2017 baseline
 - the communities of Arlington, Belmont, Cambridge, Chelsea, Everett, Lexington, Malden, Medford, Melrose, Somerville, Stoneham, Winchester
 - the complete set of the dispersion concepts prepared for the 33L Municipal Working Group which were briefed on 6/24/19
- KML flight tracks for each of the options

We look forward to receiving the information listed above and continuing our conversations regarding the best way to reduce and equitably share airplane noise from runway 33L. Thank you.

Sincerely,



Jonathan Hecht
State Representative
29th Middlesex



William Deignan
Transportation Program Manager
Cambridge Community Development
Department

on behalf of the 33L Municipal Working Group