

**Boston Logan RY 27 Advisory Committee Meeting
10/15/09**

Meeting Notes

TELECON/MEETING DATE: October 15, 2009 (2:00 PM)

TO: Runway 27 Advisory Committee (RY 27 AC)

FROM: Terry English, FAA Eastern Service Area, Operations Support Group

Telecon Purpose: To review and discuss Massport's most recent Runway (RY) 27 flight track data and FAA's planned modifications to the WYLYY 6 RNAV procedure.

Attendees: FAA – Jon Harris, Barbara Travers-Wright, Alan Reed, Terry English,; Massport – Frank Iacovino, Flavio Leo; CAC – Judith Kennedy (Milton), Anastasia Lyman (Jamaica Plain/Historic Perspective); Federal and Local Representatives – Cheri Rolfes (Senator Kerry's Office), Maura Zlody (City of Boston, Environmental Department); Boston Logan Airport Noise Study Project Consultants – Steve Smith (Ricondo), Jon Woodward (Landrum and Brown).

Summary: T.English opened the meeting by taking attendance. She reiterated that the purpose of the meeting was to discuss Massport's most recent RY 27 flight track data thru August 2009 and FAA's planned modifications to the existing WYLYY 6 RNAV procedure. She said that Massport's most recent flight track data and the existing WYLYY procedure was posted to the RY 27 website for reference.

T.English referenced the most recent flight track data and noted that January thru August 2009 showed similar results to what has been happening over the last several years. Gate A captured an average of 61.2% of the 2009 flights to date. In addition, there were slightly higher percentages of flight tracks through Gates B-E, when compared to the annual averages from the previous years. She noted that the continuing issue is aircraft overshooting Gate A to the West, which is about 3 to 4 times the amount of the number of aircraft that undershoot Gate A to the East. She then deferred to J.Harris to discuss the proposed modifications to the WYLYY 6 in an effort to better center the tracks through Gate A as intended in the 1996 Record of Decision.

J. Harris stated that the last major change to the WYLYY procedure was in 2004. The change was related to ensuring pilot predictability to proceed on course when exiting the corridor. Since then, there had been discussion about relocating the GARVE waypoint. This would have required an FAA waiver; however, the FAA had coordinated with Northwest Airlines to conduct a test to fly a relocated GARVE waypoint. Unfortunately, RY 27 did not get used for departures during the test period, therefore, there were no results to review.

J.Harris noted that the FAA now has new RNAV departure criteria that allows for a Vector to Altitude (VA), Course to Fix (CF) or a Vector to Intercept (VI) Course to Fix (CF) procedure. The VA to CF is designed for an aircraft to depart runway heading and to intercept the course (235 degree heading through corridor) once the aircraft reaches a certain altitude. The VI procedure is designed for an aircraft to depart runway heading and then turn to intercept the course (235 degree heading through corridor). J.Harris explained that flight simulations conducted by American Airlines concluded that a VA to CF leg would provide greater adherence to Gate A. He referred the group to the graphic of the simulation results that was posted to the RY 27 website.

As a result, J.Harris has prepared the necessary VA to CF procedure documentation to FAA Flight Procedures for publication and implementation of the WYLYY 7 on October 22, 2009. The FAA will conduct post implementation analysis after October 22nd, to determine how effective it is regarding centering the flight tracks at Gate A. FAA will continue to use Massport's reporting data for the analysis.

There was some follow-up discussion from the group re clarification on the VA to CF leg. S.Smith and J.Woodward noted that their interest in the procedure relates to the noise analysis for the Boston Logan Airport Noise Study (BLANS) as they need to make assumptions about where RY 27 flight tracks will be in the 2015 planning future year.

T.English closed the telecom noting that she would follow up with the RY 27 AC after the procedure had been in place for two to three months.

Action Items:

T.English to follow-up with the RY 27 AC after the WYLYY 7 has been in place for two to three months.

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