

**Boston Logan RY 27 Advisory Committee Meeting
01/23/12**

Meeting Notes

TELECON/MEETING DATE: January 23, 2012 (1:00 PM)

TO: Runway 27 Advisory Committee (RY 27 AC)

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

Telecon Purpose: For FAA to provide an update to the RY 27 AC and interested parties on the status of the WYLYY RNAV departure procedure and meeting the requirements of the 1996 Runway 27 Record of Decision (ROD).

Attendees: FAA – Jon Harris, Barbara Travers-Wright, Brian Brunelle, Alan Reed, Sandy Bogosian, Terry English,; Massport – Flavio Leo, Frank Iacovino,; Community Representatives - John Stewart (CAC, South End), Mona Thaler (CAC, Brookline) Anastasia Lyman (Jamaica Plain/Historic Perspective), Federal State and Local Representatives Interested Parties– Cheri Rolfes (Senator Kerry’s Office), Other Interested Parties (Laurie Kennedy).

Summary: T.English reiterated the purpose of the telecon. She said that all participants should have received via email the following documents: (1) WYLYY NINE Procedure Chart, (2) WYLYY ONE Procedure Chart, (3) RY 27 Massport Flight Track data up to December 2011, and (4) Additional RY 27 Massport Flight Track data back to 1997. She noted the last RY 27 telecon was on June 20, 2011. At this time, the FAA had informed the RY 27 AC about some of the operational issues with the WYLYY EIGHT, and advised that FAA had a target publication date to publish a modified WYLYY NINE on August 25, 2011. The procedure was actually published on October 20, 2011.

J.Harris and B.Brunelle provided a brief recap of changes to the WYLYY RNAV procedure in 2011. The WYLYY EIGHT was implemented on March 10, 2011. The primary purpose of the WYLYY EIGHT, was to change it from VA to VI leg for better corridor compliance at the throat of the corridor. FAA also implemented other procedural changes on March 10th to ensure that all BOS area departures (including WYLYY) would be able to exit Boston TRACON’s airspace via the same routing as the BONS RNAV SIDS. Some of these exit transitions to the enroute environment did not match up and resulted in pilot Qs & As for FAA, tying up frequencies and becoming a safety concern. As a result, FAA suspended the WYLYY EIGHT for southbound aircraft departures who needed to use the conventional (non-RNAV) procedure until the problem was corrected by the publication of the WYLYY NINE on October 20, 2011. Refer to June 20, 2011, meeting notes for more detailed information on the WYLYY EIGHT.

T.English referred the group to Massport’s most recent flight track data for 2011. She noted that for the first time since 1997 when flight track monitoring began, each gate (Gates A-E) averaged over 68% for an annual average. In addition, since the WYLYY EIGHT was published in March,

every recorded month had 68% or greater for each gate. She also noted that the percent of flight tracks through all gates (a number tracked but not required per the 1996 ROD) rounded up to 68% for the last two months of 2011. These last two months would have captured the additional flights using the WYLYY NINE after the October 20th modification. She said that the FAA had discussed this data internally and concluded that acceptable flight track dispersion had been achieved and that no subsequent action is required per the 1996 ROD requirements.

A.Lyman asked if this meant the FAA did not plan to monitor the flight tracks anymore as has been done in the past. T.English confirmed that FAA does not plan to monitor the flight tracks on a monthly or yearly basis anymore since the ROD goals have been met. In addition, S.Bogosian, B.Brunelle and J.Harris also added that as aircraft become better equipped, gate adherence is expected to improve.

A.Lyman, J.Stewart and M.Thaler acknowledged the accomplishment, but questioned what the process would be in the future if the communities had concerns with flight track location etc. for RY 27 departures. F.Leo said that individuals or community representatives could contact Massport as they do today for the other runways and request flight track information. Massport can produce track data as appropriate and coordinate with the FAA as necessary. F.Leo and F.Iacovino noted that Massport's system is already set up for RY 27 to measure flight track data in respect to the noise abatement corridor and individual gates. F.Leo also said that Massport could continue to publish RY 27 annual data in their Environmental Data Report (EDR) as they have done since the 2004 ESPR. F.Leo also mentioned that Massport is currently coordinating with CAC as the result of the Boston Logan Airport Noise Study (BLANS) process to establish a noise abatement committee. That is another forum to discuss the status of RY 27 departures. FAA will be invited to attend those meetings as appropriate.

T.English said that the BLANS measure F-K (extend RY 27 departures one mile past WYLYY), if it moves forward, will not affect the gate compliance since the proposed change doesn't begin until after the end of the existing corridor. B.Brunelle also noted that on February 9, 2012, the WYLYY NINE will change to the WYLYY ONE (#9 is the highest for RNAV naming convention). A note will be added to the procedure regarding what pilots should expect after they proceed past the WYLYY waypoint. Since this is at the end of the noise abatement corridor, it will not affect the tracks through the corridor.

T.English asked for additional comments. C.Rolfes noted that it is important to keep the lines of communication on the RY 27 issues open (i.e. between FAA, Massport and the communities). L.Kennedy had no further questions. J.Stewart asked about the status of the RY 27 website. T.English said that she expected to keep it available for 3-6 months and then have it removed since it involves resources to maintain it. J.Stewart requested that it remain available indefinitely for project historic purposes. T.English said that she could send a CD, but J.Stewart again requested that it remain available for other members of the public. T.English said she would check with the webmaster and get back to the RY 27 AC.

Meeting Adjourned approximately 2:00 PM

Attachments A-D: RY 27 flight track from February 1997 – December 2011