

**Boston Logan RY 27 Advisory Committee Meeting
06/20/11**

Meeting Notes

TELECON/MEETING DATE: June 20, 2011 (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 EIGHT RNAV departure procedure.

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

Summary: T.English reiterated the purpose of the telecom. She noted that the last RY 27 AC telecom was held on September 22, 2010, at which time J.Harris discussed FAA’s planned modifications to the WYLYY SEVEN RNAV procedure, scheduled to be implemented as the WYLYY EIGHT on March 10, 2011. The primary purpose of the change was to go from a Vector Altitude (VA) to Course Fix (CF) leg to a Vector Intercept (VI) to CF leg to correct an undershoot problem at the throat of the noise abatement corridor. FAA implemented WYLYY EIGHT as planned on March 10th, but experienced some operational issues with it soon after implementation. She said both B.Brunelle and J.Harris would explain those issues in greater detail today, as well as how the FAA plans to correct them in the future.

Prior to moving on to the presentation, she asked the group if there were any comments on the updates she had made to the RY 27 AC member list. Since there were none, T.English said she would finalize the list and distribute with the final meeting notes.

ACTION ITEM

In response to a request from B.Travers-Wright, T.English briefly summarized the history of the FAA’s Runway 27 flight track monitoring efforts for G.Vasvatekis (Senator Scott Brown’s Office), who was participating for the first time.

B.Brunelle began his presentation on the status of the WYLYY EIGHT RNAV procedure that went into effect on March 10, 2011. **See attached Power Point Presentation, dated June 20, 2011.** He started with the background of the Boston Overflight Noise Study

(BONS), identifying all of the procedural changes that have occurred within Boston TRACON's airspace between February 2008 and November 2010 (completion of BONS Phase 1 procedures). He said that although the primary focus of publishing 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. B.Brunelle explained that the long-standing WYLYY LUCOS transition into the enroute structure for southbound aircraft did not match up with the new BONS RNAV SIDS routings. Some pilots were confused thinking their routing may be BOS / WYLYY / CYOTI / LUCOS / SSOXS / LUCOS (route), hence flying to and from LUCOS twice. This 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 (27% of departures) who now must use the conventional (non-RNAV) procedure until the problem is corrected.

B.Brunelle and J.Harris said that to correct the problem, FAA will end the procedure at CYOTI, but vector departures after WYLYY as they have done for many years. The WYLYY NINE is targeted for publication on August 25, 2011.

T.English opened the telecom up for questions. Anastasia Lyman and Judith Kennedy asked for clarification regarding what will happen after the WYLYY waypoint, and if the aircraft will fly to CYOTI. B.Brunelle and J.Harris confirmed the most all aircraft will be vectored after WYLYY and that CYOTI exists for the rare occasion, if FAA isn't able to issue a vector at WYLYY. B.Brunelle referred all to Slide 13 of his presentation that shows radar tracks and where the aircraft will fly in relationship to the procedure design (i.e. waypoints and route). Anastasia Lyman asked for discussion on Boston Logan Airport Noise Study (BLANS) Measure F-K(v2), how this change may effect that measure. FAA clarified that BLANS Measure F-K(v2) proposes a one mile extension to the existing WYLYY waypoint. To date, FAA has indicated it is feasible for further study. If CAC votes to move forward with that measure, FAA would have to amend the procedure at some other time.

John Stewart wanted to discuss the RY 33L Runway Safety Area (RSA) construction schedule and how this would impact utilization of Runway 27. T.English said that subject is not related to the purpose of this telecom. F.Leo explained that Massport plans to have another outreach telecom on the RY 33 RSA construction project sometime in July (now confirmed for July 26th).

There was a brief discussion about Massport's flight track data reports. F.Iacovino explained that Massport hasn't been able to prepare detailed reports recently. There was a technical problem with the radar collection for the period under review which resulted in a temporary loss of data. Although rare, these are computer systems that do incur technical glitches from time to time. The technical issue has been fixed and staff is working on recovering the lost data, hoping to have a resolution sometime after August. A.Lyman asked how soon after August 25th, FAA would be able to share the new flight

track data results with the RY 27 AC, and suggested that FAA schedule a meeting now for sometime in September or October. T.English said that FAA would want to see at least one month's worth of data to analysis internally, prior to scheduling a meeting to discuss with the RY 27 AC. She also reminded all that August 25th is a "target date" for publication, and if it gets pushed back the meeting would have to be postponed. T.English will shoot for a November meeting date, as long as all understood that could change.

Meeting Adjourned approximately 2:00 PM

Action Items:

T.English to prepare and send meeting notes to RY 27 AC for review/comment

T.English to distribute updated RY 27 AC list with draft meeting notes

T.English to schedule RY 27 AC meeting date for November

Massport to start preparing RY 27 flight track reports again once software glitches are corrected.

#####