

CAC Meeting

July 6, 2015

Boston Logan International Airport

Agenda

- Review of Runway Use Program
- Review of Test 1 (preliminary)
- Review of Test 2 (to-date)
- Discussion of Test 3

Runway Use Program Overview

- ❑ CAC Developed a Runway Use Framework
- ❑ Included Several Components
 - ❑ Daytime changes
 - ❑ Relationship of late evening to early morning
 - ❑ Overnight
- ❑ Implementation Approach
 - ❑ Develop 4 3-month tests to understand the opportunities/hurdles to full implementation
 - ❑ Massport and FAA ATO agreed to the test period approach
- ❑ Test 1- Late Evening/Early Morning
- ❑ Test 2- Daytime Periods
- ❑ Test 3- Overnight Period

Test 1 Preliminary Results

Implementation Dates

- November 12, 2014 – May 11, 2015

Basic Goal

- Reduce the amount of time the configuration used before midnight is used at 6:00 am

Priorities

- Complete change of configuration (both departure and arrival runways)
- Change departure runway
- Change arrival runway

Included FAA Reporting

- FAA developed a methodology for implementing
- FAA self-reported success/failure to meet goal
- If goal was not met, FAA provided reason

Test 1 Preliminary Results

Nov-14						
	Priority					
	Config Change	Departure	Arrival	No Change	Total Days	
	4	3	5	7	19	
	21%	16%	26%	37%		
Dec-14						
	Priority					
	Config Change	Departure	Arrival	No Change	Total Days	
	12	1	6	12	31	
	39%	3%	19%	39%		
Jan-15						
	Priority					
	Config Change	Departure	Arrival	No Change	Total Days	
	8	2	10	8	28	
	29%	7%	36%	29%		
Feb-15						
	Priority					
	Config Change	Departure	Arrival	No Change	Total Days	
	11	0	12	5	28	
	39%	0%	43%	18%		

Test 1 Preliminary Results

Mar-15					
	Priority				
	Config Change	Departure	Arrival	No Change	Total Days
	7	2	6	16	31
	23%	6%	19%	52%	
Apr-15					
	Priority				
	Config Change	Departure	Arrival	No Change	Total Days
	8	3	6	13	30
	27%	10%	20%	43%	
May-15					
	Priority				
	Config Change	Departure	Arrival	No Change	Total Days
	5	0	2	4	11
	45%	0%	18%	36%	
Total					
	Priority				
	Config Change	Departure	Arrival	No Change	Total Days
	55	11	47	65	178
	31%	6%	26%	37%	

Test 1 Preliminary Results

- Successfully Met One of the Change Options Most of the Days**
- Full Configuration Change 31% of the Days**
- Unsuccessful on Changing Departure Runway**
- FAA Perspectives**
 - Would not have thought about changing runways**
 - Became more comfortable with reporting**
 - Built trust among Tower staff about the process**

Test 2 Preliminary Results

Implementation Dates

- May 11, 2015 – June 14, 2015

Basic Goal

- Change configurations at two points during the day (morning & evening)

Priorities

- Complete change of configuration (both departure and arrival runways)
- Change departure runway
- Change arrival runway

Included FAA Reporting

- FAA developed a methodology for implementing
- FAA self-reported success/failure to meet goal
- If goal was not met, FAA provided reason

Test 2 Preliminary Results

Total	Priority			No Change	Total Days
	Config Change	Departure	Arrival		
	17	3	10	38	68
	25%	4%	15%	56%	
Morning	Priority			No Change	Total Days
	Config Change	Departure	Arrival		
	14	2	5	12	33
	42%	6%	15%	36%	
Evening	Priority			No Change	Total Days
	Config Change	Departure	Arrival		
	3	1	5	26	35
	9%	3%	14%	74%	

Test Overview

Basic Goals of Tests 1 & 2

- More equitable distribution of flights
- Reduce, as much as possible, the constant use of a runway configuration

Keys to Success

- Intent of the program is clear
- Instructions for controllers is clear
- In general, the more complex/complicated the goals and instructions, the less likely it will be implemented

Considerations

- Busy periods result in less opportunity for influencing runway selection
- Overwater operations provide compatible corridors for lower altitude flights*

Test 3 Process

- Develop Goals for Test 3**
- Create Proposed Plan to Meet Goals**
- Prepare Implementation Plan**
 - Goals and intent of the test**
 - Specific language for FAA to implement**
 - Data that FAA/Massport provides**
 - Metrics for determining success**
- Submit Test 3 Document to Massport**
- Massport Submits Test 3 Document to FAA**
- FAA Reviews Test 3 Document**
 - Clarifications/questions**
 - NEPA review**
 - Provide implementation date**

Test 3 Goals

- What are your goals for overnight period?
 - Equitable distribution
 - Use least impactful runway(s)
 - Hybrid (equity on least impactful runways)
 - Others

Next Steps