

Massport Table of Runway Use Recommendations for BLANS Phase 3 Runway Use Test Period #2 -- Version 3 04/07/15

	Configuration	Configuration	Configuration	Configuration	Configuration	Configuration
Prior Configuration*	4/9	33/27	27/33	27/22	22/22	15/9
Priority 1*	33/27, 27/33, 27/22, 22/22	22/22, 4/9, 27/22, 15/9	22/22, 4/9, 15/9, 33/27	4/9, 15/9, 33/27, 22/15	15/9, 4/9, 27/33, 33/27	22/22, 27/22, 33/27, 27/33
Priority 2*	4/4	33/33	27/22	27/33	22/15	
Priority 3*	15/9	27/27	33/33	22/22	27/22	4/9

Prior Configuration = The last configuration that was in place for at least one hour during the morning peak; or prior to the afternoon/evening peak.

Priority 1 = Runway use reflecting a change in both the primary arrival and primary departure runways.

Priority 2 = Runway use reflecting a change in the primary departure runway.

Priority 3 = Runway use reflecting a change in the primary arrival runway.

(Priorities 1, 2, and 3 defined by CAC.)

*NOTE: The matrix lists typical runway use configurations. There are other Prior and Priority Configurations that may be used. The goal is to achieve a change from the Prior Configuration after the morning peak and before the evening peak that meets the criteria of either Priority 1, 2, or 3.

Configuration selection is dependent on wind/weather/volume/runway availability and other operational factors

	Configuration	Arrivals	Departures
1	4/9*	4R,4L	9, 4R, 4L (props)
2	33/27*	33L, 33R (props)	27, 33L
3	27/33*	27/32	33L
4	27/22*	27, 22L	22R, 22L
5	22/22	22L/22R (props)	22R/22L
6	15/9*	15R/15L	9
7	22/15	22L/22R (props)	15R

Note* - all runways in configuration may not be used due to weather/closures