

Date	Night Config	Morning Config	M1	M2	M3	M4	Other	If unable M1 OR M2 why?	Wind_dir	Wind_vel	Ceiling	Visibility	Comments
Nov 2014													
12	15/15	4/9				X		VSBY 1/4SM, CAT II	120	5	200	0.25	Fog
13	27/33	33/27			X			RY4R/22L CLSD/WIND 31009	290	8	30000	10	
14	33/27	33/27					X	WET RYS 4R/22L AND 4L/22R CLSD WND 35008KT NEEDED TWO ARRIVAL AND DEPARTURE RYS	310	8	3600	8	
15	27/33	33/27			X			WIND 31010kt	300	9	30000	10	
16	27/27	22/22				X		WIND 24005kt (note FAA comment about non standard config 27/27 from 2300-0445, period should have been based on 33/27 used from 445 - 2300)	230	5	22000	10	
17	22/22	4/9		X					0	0	2900	4	rain mist
18	33/27	33/27					X	RY Closures (4R/22L, 4L/22R, 14/32) and capacity demands, WINDS 2814G21KT	270	15/19	30000	10	
19	27/33	33/27			X			RWY 4L/22R CLOSED, WIND 27017G22KT	260	14/18	30000	10	
20	27-22/22R	22/22				X		no closures, forecast winds 230/15G25	220	9	30000	10	
21	33/27	33/27					X	RY Closures (4R/22L, 4L/22R, 14/32) and capacity demands, WINDS 2913G30KT	270	13/20	30000	10	
22	27/33	22/22	X						220	10	30000	10	
23	22/22	22/22					X	Winds 24012 Unable to comply due to winds	220	9	30000	10	
24	22-27/22R	22/15			X			RW22R closed, wind 170/9 wet surface	140	10	5000	10	
25	27/22	22/22				X		Unable to comply due to winds 24013KT and wet RW surfaces	220	12	30000	10	
26	22/22	33/27				X		Unable to comply due to winds 3408KT, capacity, and RW4L closed	320	8	11000	10	
27	4/9	27/33	X						300	10	5500	10	
28	33/33	33/33					X	Unable to comply due to all RW closed due to winter storm except 33L	310	10	2900	7	It snow
29	33/33	22/22	X					Unable to comply due to winds 24013KT and wet RW surfaces	300	6	30000	10	
30	22/22	15/9	X						190	6	3500	10	
Dec 2014													
1	22/22	22/22					X	Unable to comply due to winds 24014KT	220	13	10000	10	
2	33/33	4/9		X				Wind 020/11KT					
3	15/9	4/9				X		Unable MPA request due to weather CAT2 approaches in use					
4	27/33	33/27			X			Runway closures to 4R & 4L					
5	27/33	4/9		X									
6	22/15	27/22		X									
7	4/9	4/9					X	Unable to continue MPA runway use due to wind 020/15/20					
8	4/9	4/9					X	Unable to continue MPA runway use due to wind 040/12/21					
9	4/9	4/9					X	Unable to continue MPA runway use due to WX and wind 060/12					
10	4/9	4/9					X	Unable to continue MPA runway recommendation due to weather 2.5 Vis, Ovc 006, 03014G24					
11	4/9	22/22	X										
12	22/22	33/27				X		4R & 4L closed, unable to use Rec #3 due to excessive departures and need of second dep rw					
13	27/33	27/33					X	No notice (winds continues >10 NW w/gust 20) used same configuration					
14	33/27	27/33				X		Rwy use plan suggestion no useable due to crosswind component					
15	27/33	4/9		X									
16	27/33	4/9		X				Unable to use Recom #1 due to Taxiway N construction					
17	4/9	4/9		X				Unable to comply with Massport Runway recommendation due to WX/Wind 020/10kt					
18	27/33	33/27				X		Unable to comply with Massport Runway recommendation 1,2,3 due to wind 300/16/G21 and pending RW closures					
19	27/33	27/33				X		Unable to comply with Massport Runway recommendation due to wind 310/13/G17. This is Morning 4 (It is the same config with 33 as the primary dep RW)					
20	27/33	4/9		X				No notice but not needed when M1 or M2					
21	4/9	4/9					X	Unable to comply with Massport Runway recommendation due to winds/weather					
22	27/33L	4/9		X				No notice not needed when M1 or M2					
23	4/9	4/9					X	Unable to continue MPA runway use due to IFR weather, wet runway, and wind					
24	4R/15R	4/9					X	Unable to continue MPA runway use due to low IFR weather, wet runway, winds					
25	15R/15R	22/22	X					Unable to continue MPA runway use due to forecasted wind 23012G21KT 320/12/21					
26	27/33	22L/22R	X										
27	27/27	22L/22R	X										
28	22L/22R	22L/22R					X	Noted Morning 1 in use but same as last night config					
29	27/33	33L/27				X		Unable to comply with MPA runway use recommendation due to wind 300/09					
30	27/33	4/9		X									
31	27/33	22/22	X					Noted Morning 1 in use					
Jan 2015													
1	22/15	27/27						? Config for prior night, not in table; Noted unable to comply with RW use recommendation due to no specified configuration from 22/15 stayed with 27/27					
2	22/22	33/27				X		Unable to comply with MPA runway use recommendation due to wind 250/10					
3	27/33	4/9		X									
4	15/9	33/27			X			CAT2 Gen R33L on					
5	22/22	27/33L			X			Unable to comply with MPA runway use recommendation due wind 300/21G32					
6	27/33	33/27				X		Unable to comply with MPA runway use recommendation due winds 300/12G19					
7	22/22	33/27				X		Unable to comply with MPA runway use recommendation due wind 280/10					
8	27/33	33/27				X		Unable to comply with MPA runway use recommendation due to reported LLWS (Low level wind shear) wind 320/14/19 and departure demand					

Massport Table of Runway Use Recommendations for BLANS Phase 3 Test
 Revised 10/9/2014

	Configuration	Configuration	Configuration	Configuration	Configuration	Configuration
Night	4/9	33/27	27/33	27/22	22/22	15/9
Morning 1	33/27	22/22	22/22	4/9	15/9	22/22
Morning 2	27/33	4/9	4/9	15/9	4/9	27/22
Morning 3	15/9	27/22	33/27	33/27	27/33	33/27
Morning 4	27/22	27/33	27/22	22/22	33/27	4/9

Night = The last configuration that the Airport was in place for at least one hour prior to midnight.

Morning 1 and Morning 2 = Potential configurations representing full configuration change (first preference from CAC)

Morning 3 = Potential primary departure runway change (second preference from CAC)

Morning 4 = Potential primary arrival runway change (third preference from CAC)

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

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

Massport Table of Runway Use Recommendations for BLANS Phase 3 Test -- Revised and Effective 12/12/2014

	Configuration	Configuration	Configuration	Configuration	Configuration	Configuration
Night	4/9	33/27	27/33	27/22	22/22	15/9
Morning 1	33/27	22/22	22/22	4/9	15/9	22/22
Morning 2	27/33	4/9	4/9	15/9	4/9	27/22
Morning 3	27/22	27/22	27/22	33/27	27/33	33/27
Morning 4	15/9	27/33	33/27	22/22	33/27	4/9

Night = The last configuration that the Airport was in place for at least one hour prior to midnight.

Morning 1 and Morning 2 = Potential configurations representing full configuration change (first preference from CAC)

Morning 3 = Potential primary departure runway change (second preference from CAC)

Morning 4 = Potential primary arrival runway change (third preference from CAC)

NOTE: Some choices for Morning 3 or Morning 4 represent full configuration changes.

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

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

Effective 12/12/2014

Morning 3 and Morning 4 choices for 4/9 and 27/33
night configurations switched from original matrix
dated 10/9/2014