



Federal Aviation
Administration

MCAC/FAA Update

Date: January 14, 2021

Presented by: FAA



Federal Aviation
Administration

Agenda

- FAA Noise Research Portfolio
 - Federal Register Notice – 1/13/21
 - Neighborhood Environmental Survey
<http://www.faa.gov/go/aviationnoise>
- Block 1 Update
 - 15R Departure Transition
 - RNAV 33L (RNP) Arrival
- RNAV (GPS) RWY 4L
- MCAC Motions
 - RWY 33L Dispersion
 - Shoreline Crossing
- Wake Recategorization



FAA Noise Research Portfolio

<http://www.faa.gov/go/aviationnoise>

The screenshot shows the FAA website's 'Aviation Noise' page. At the top, there is a dark blue header with the United States Department of Transportation logo, the FAA logo, and navigation links for 'FAA Home', 'Jobs', 'News', 'About FAA', 'A-Z Index', and a 'FAA for You ...' button. Below this is a search bar. A secondary navigation bar contains links for 'Aircraft', 'Airports', 'Air Traffic', 'Data & Research', 'Licenses & Certificates', 'Regulations & Policies' (which is highlighted), and 'Training & Testing'. The main content area features a breadcrumb trail: 'Aviation Noise > FAA Home > Regulations & Policies > Policy & Guidance > Aviation Noise'. On the left, a sidebar lists navigation options: 'Fundamentals of Noise and Sound', 'Community Response to Noise', 'FAA History of Noise', 'Neighborhood Environmental Survey', and 'Glossary'. The main heading is 'Aviation Noise', followed by a blue information icon and a text box stating: 'FAA conducted a nationwide survey regarding annoyance related to aircraft noise and seeks public comment. Please review the survey introduction, read the survey report, and provide your comments.' Below this is a large illustration of a city skyline at dusk with an airplane flying overhead.



Block 1 Update

FAA has proceeded with the publication process

- ❑ BOS 15R Departure Transitions estimated publication date: 12/2/2021**
- ❑ RNAV RNP RWY 33L stand alone arrival estimated publication date: 3/24/2022**

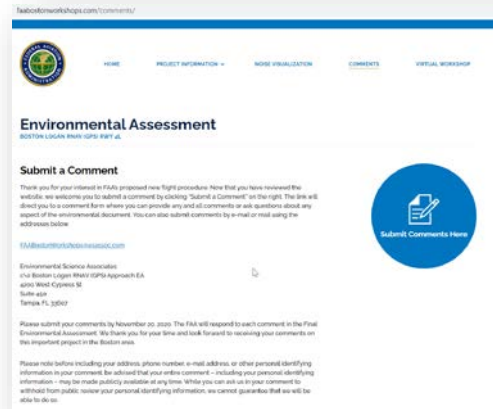


RNAV (GPS) RWY 4L

- ❑ Comment period ended November 20th
- ❑ Final EA tentatively expected last half of 2021.

For more information on the Draft EA and
RNAV (GPS) RWY 4L visit:

[FAABOSTONWORKSHOPS.COM](https://faabostonworkshops.com)



MCAC Motions

Rwy 33L Dispersion

- ❑ The FAA has responded to the letter on 33L dispersion. FAA response was sent Jan 4, 2021 to MCAC Chair

Shoreline Crossing

- ❑ The FAA is in the process of conducting a data review to the RNAV routing of departures from Boston Logan International Airport from Runways 4, 9 and 22L/R as related to the Record of Decision of 2007 (ROD) specific to southbound shoreline crossings and in fulfillment of the mitigation obligations of the Federal Aviation Administration Record of Decision dated August 2, 2002

Managing Expectations

- Resources and time it takes to conduct a data review
- FAA plans to brief MCAC members on the shoreline crossing data review April/Jun 2021 timeframe

Wake Recategorization (RECAT)



Consolidated Wake Turbulence (CWT) RECAT

Consolidated Wake Turbulence (CWT) – implemented at Boston TRACON and 12 underlying Air Traffic Control Towers occurred successfully on 5/22/19

Additional information:

https://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=18676

<https://www.faa.gov/TV/?mediaId=1689>

Wake RECAT Categories

7110.65 Weight Classes (Old)		CWT Wake Categories (Current)	
	Super	A.	A388
	Heavy	B.	Upper Heavy
	B757	C.	Lower Heavy
	Large	D.	Non-Pairwise Heavy*
	Small Plus	E.	B757
	Small	F.	Upper Large
		G.	Lower Large
		H.	Upper Small > 15,400 lbs
		I.	Lower Small ≤ 15,400 lbs



Aircraft Assignments to CWT Categories

A	B	C	D		E	F		G		H	I
Super	Upper Heavy	Lower Heavy	Non-Pairwise Heavy		B757	Upper Large		Lower Large		Upper Small	Lower Small
A388	A332	A306	A124	DC85	B752	A318	C130	AT43	E170	ASTR	BE10
	A333	A30B	A339	DC86	B753	A319	C30J	AT72	E45X	B190	BE20
	A343	A310	A342	DC87		A320	CVLT	CL60	E75L	BE40	BE58
	A345	B762	A3ST	E3CF		A321	DC93	CRJ1	E75S	B350	BE99
	A346	B763	A400	E3TF		B712	DC95	CRJ2	F16	C560	C208
	A359	B764	A50	E6		B721	DH8D	CRJ7	F18H	C56X	C210
	B742	C17	AN22	E767		B722	E190	CRJ9	F18S	C680	C25A
	B744	DC10	B1	IL62		B732	GL5T	CRJX	F900	C750	C25B
	B748	K35R	B2	IL76		B733	GLEX	DC91	FA7X	CL30	C402
	B772	MD11	B52	IL86		B734	GLF5	DH8A	GLF2	E120	C441
	B773		B703	IL96		B735	GLF6	DH8B	GLF3	F2TH	C525
	B77L		B741	K35E		B736	MD82	DH8C	GLF4	FA50	C550
	B77W		B743	KE3		B737	MD83	E135	SB20	GALX	P180
	B788		B74D	L101		B738	MD87	E145	SF34	H25B	PAY2
	B789		B74R	MYA4		B739	MD88	F35	H53	LJ31	PA31
	C5		B74S	R135		MI26	MD90	F18H	H53S	LJ35	PC12
	C5M		B78X	T144				F15	H47	LJ45	SR22
			BLCF	T160					V22	LJ55	SW3
			BSCA	TU95						LJ60	
			C135	VMT						S61R	
			C141							SW4	

2600+ ICAO
type designators

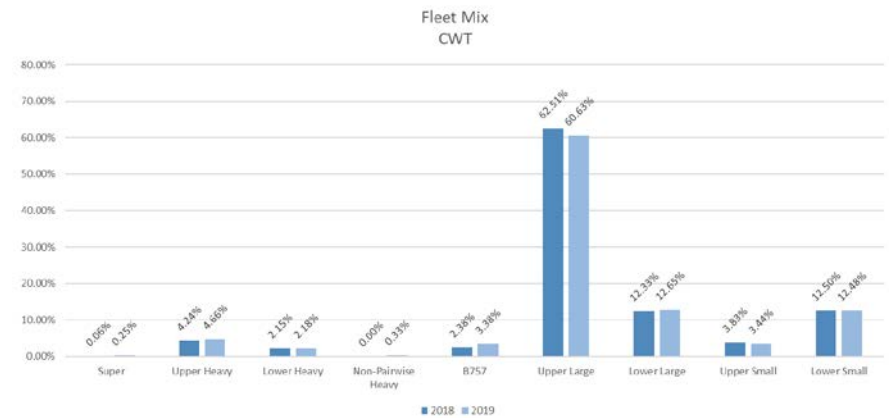
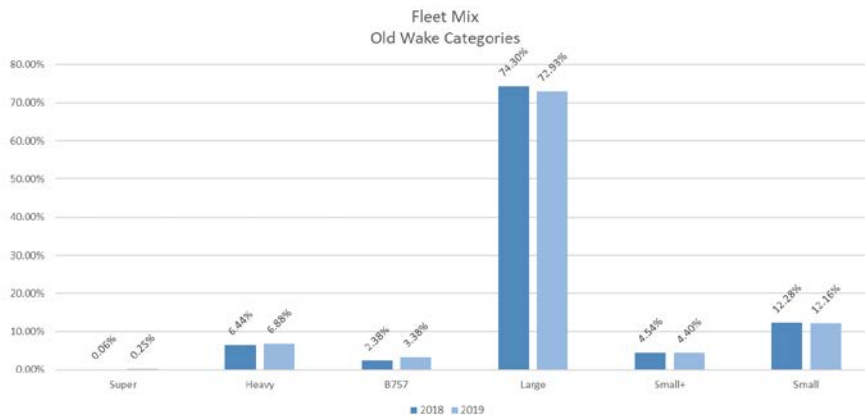




Impacts of CWT (Fleet Mix)

Boston Logan International (BOS) Airport

Comparing August-October 2018 vs August-October 2019



Dark blue bars (bars on left) 2018
Light blue bars (bars on right) 2019



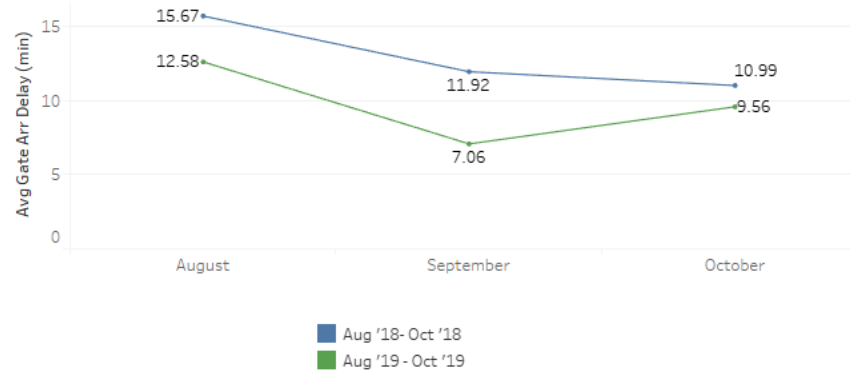


Impacts of CWT

Boston Logan International (BOS) Airport

Comparing August-October 2018 vs August-October 2019

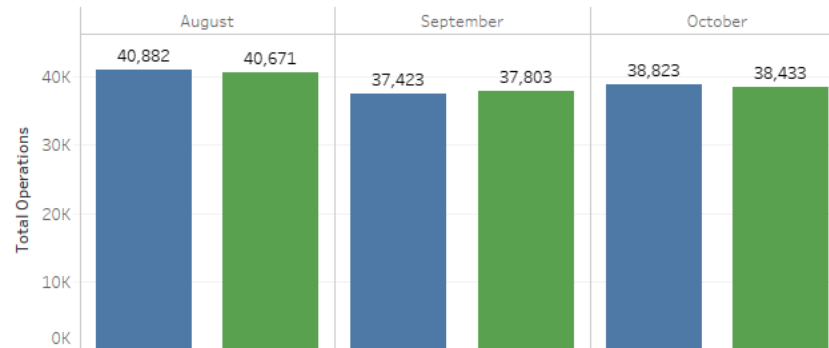
Average Gate Arrival Delay



Source:

- Average Arrival Delay: ASPM Flight Plan Delay
- Total Operations: OPSNET

Total Operations



Total Operations Aug-Oct:

2018: 117128

2019: 116907



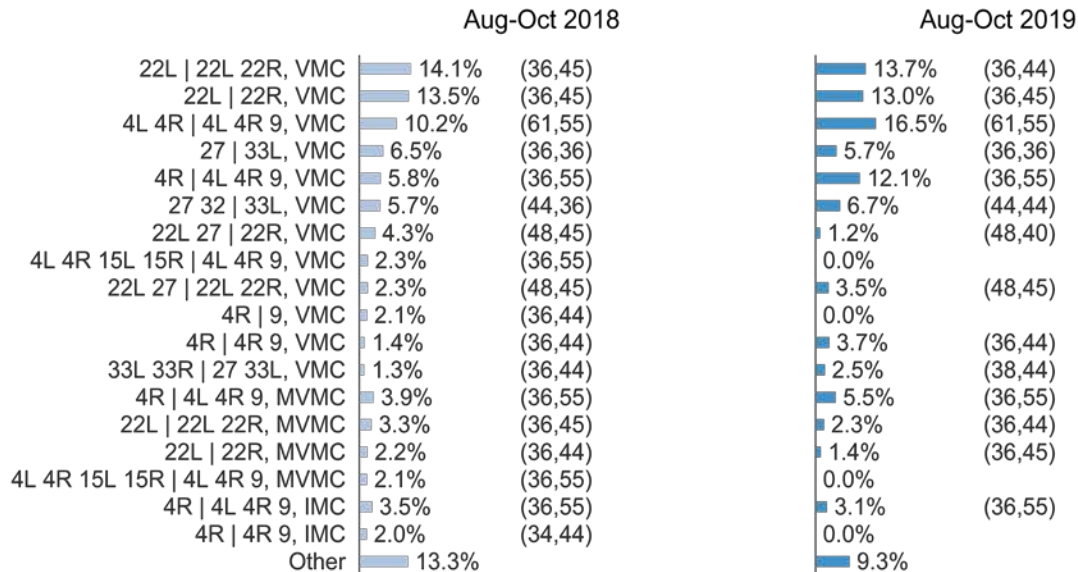


Impacts of CWT

Boston Logan International (BOS) Airport

Comparing August-October 2018 vs August-October 2019

BOS Configuration Usage and Predominant Rates



*Configs used less than 2.0% of the time are grouped as Other
Data Source: ASPM and PDARS

**Called Rates (AAR, ADR)

Predominant Rates are the most frequently occurring (AAR, ADR) associated with the listed configurations.



Wake Recategorization (RECAT)



Q&A

