

10/25/2023

FOR YOUR INFORMATION

2023-169/8-6

2032376

To: Airport Manager, Boston Logan Intl, (BOS), MA

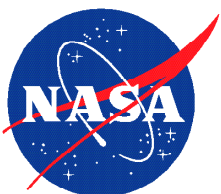
Info: FAA (AEA-600, AFS-260, AFS-200, AJI-144, AVP-1, AVP-200, ATM A90 TRACON, ATM BOS Tower, Director of Air Traffic Operations, ESA North), A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: BOS Departure Procedure Confusion

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2032376

DATE / TIME

Date of Occurrence	202309
Local Time Of Day	1201 to 1800

PLACE

Locale	BOS.Airport
State	MA
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	Navigation Database
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PERSON 1

Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2032376

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Automation	Aircraft Other Automation
Detector - Person	Flight Crew

NARRATIVE 1

We called BOS Clearance for pushback and requested 4R for performance. Our performance data had numbers for 4R and said would need to request numbers for 4L. Clearance said 4R was closed but 4L was available and cleared us the BLZZR5 Departure. We requested numbers for 4L to make sure we could do it and changed the runway in the FMGC. But the BLZZR5 Departure is not available in the database for 4L. We said unable the BLZZR5 but could do the LOGAN. Clearance Delivery said only the BLZZR was available and claimed it was available for all the runways. He also claimed they haven't had any problems with aircraft departing 4L with the BLZZR.

The Jeppesen chart for BLZZR5, dated 26 Nov 21, states in the notes. "Runways 4L, 14, 15L, 32, 33R: Not authorized – ATC." A clearance of 4L and departing on the BLZZR5 constitutes an illegal clearance and would be concerning if crews are truly accepting it. The closure of 4R was a temporary NOTAM issued for that day. The runway opened at XA:30 and we departed when it opened but it meant an almost 40-minute delay.

Scheduled to depart during a runway closure. Too heavy for Runway 9. Controller apparently unfamiliar with BLZZR5 restrictions. NOTAM said runway could be opened with coordination and 20 minutes prior notice. But Clearance Delivery insisted it was closed until the NOTAM expired. Either update BLZZR5 so 4L is a legal runway on that departure or educate pilots/controllers.

SYNOPSIS

Air carrier pilot reported being cleared for a BOS departure procedure that was not allowed to be performed on the runway given by ATC. Along with the departure procedure restrictions, Clearance Delivery disagreed with what was written on the NOTAM for the other, closed runway, which had conditions that if followed, would have allowed the runway to be opened earlier.