

An Analysis of KBOS Arrivals to Runway 4

Weather was a non-factor: high clouds, east wind at 8mph, 56 degrees, and 10 miles visibility.

Here's the arrival sequence from 7:37PM to 8:04PM Boston time, 16 arrivals in a 27-minute span. The table reads bottom to top; this and all images are from FlightAware:

Arrivals: Boston Logan Intl Airport (Boston, MA) [KBOS]				
Ident	Type	Origin	Departure	Arrival ↓
KAP1015	C402	Hagerstown Rgnl (KHGR)	Wed 05:25PM EDT	Wed 08:04PM EDT
KAP291	C402	Martha's Vineyard (KMYV)	Wed 07:29PM EDT	Wed 08:03PM EDT
SWR52	A333	Zurich (Kloten) (ZRH / LSZH)	Wed 05:58PM CEST	Wed 08:01PM EDT
AAL2116	A319	Reagan National (KDCA)	Wed 06:40PM EDT	Wed 07:59PM EDT
POE949	DH8D	Toronto City Centre (CYTZ)	Wed 06:23PM EDT	Wed 07:59PM EDT
JBU1686	E190	Pittsburgh Intl (KPIT)	Wed 06:28PM EDT	Wed 07:56PM EDT
JBU466	A320	Southwest Florida Intl (KRSW)	Wed 05:05PM EDT	Wed 07:55PM EDT
VIR11	B789	London Heathrow (LHR / EGLL)	Wed 06:03PM BST	Wed 07:53PM EDT
UPS2020	A306	Dallas-Fort Worth Intl (KDFW)	Wed 03:11PM CDT	Wed 07:53PM EDT
DAL1529	A319	Minneapolis/St Paul Intl (KMSP)	Wed 04:11PM CDT	Wed 07:47PM EDT
UAL822	B739	Washington Dulles Intl (KIAD)	Wed 06:31PM EDT	Wed 07:45PM EDT
DAL2635	B738	Seattle-Tacoma Intl (KSEA)	Wed 11:58AM PDT	Wed 07:43PM EDT
JBU790	E190	Reagan National (KDCA)	Wed 06:33PM EDT	Wed 07:42PM EDT
SWA383	B733	Indianapolis Intl (KIND)	Wed 05:45PM EDT	Wed 07:41PM EDT
ACA528	E190	Toronto Pearson Int'l (CYYZ)	Wed 06:19PM EDT	Wed 07:39PM EDT
SWA1352	B737	General Mitchell Intl (KMKE)	Wed 04:39PM CDT	Wed 07:37PM EDT

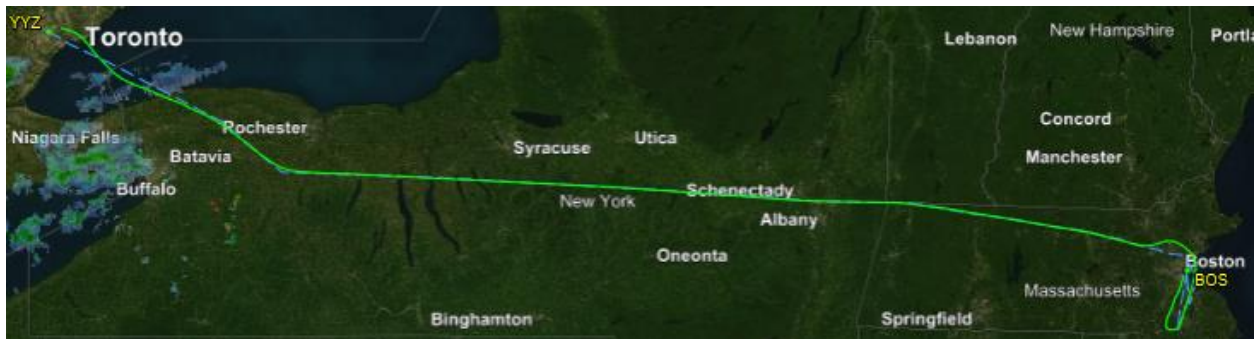
Screenshots showing the routes flown for each arrival are presented on the following pages. Note how much work ATC had to do, with delay maneuvers and then a long downwind leg, which for many arrivals ended with a turn to a full 25-mile final. Note also how the flights follow mostly direct routes across the nation (i.e., there is very little opportunity to reduce flight distances by more than a minute or two). Lastly, note how the bulk of the delays are imposed by Boston TRACON; in fact, it appears the only enroute sector to help was the feeder sector issuing delay turns near the Connecticut – Rhode Island border.

This was grossly inefficient, but necessitated by FAA's failure to manage capacity and impose needed flow restrictions and enroute delays for KBOS arrivals. FAA has had the technology for decades, but refuses to apply it.

7:37PM, Southwest 1352, B737 from Milwaukee:



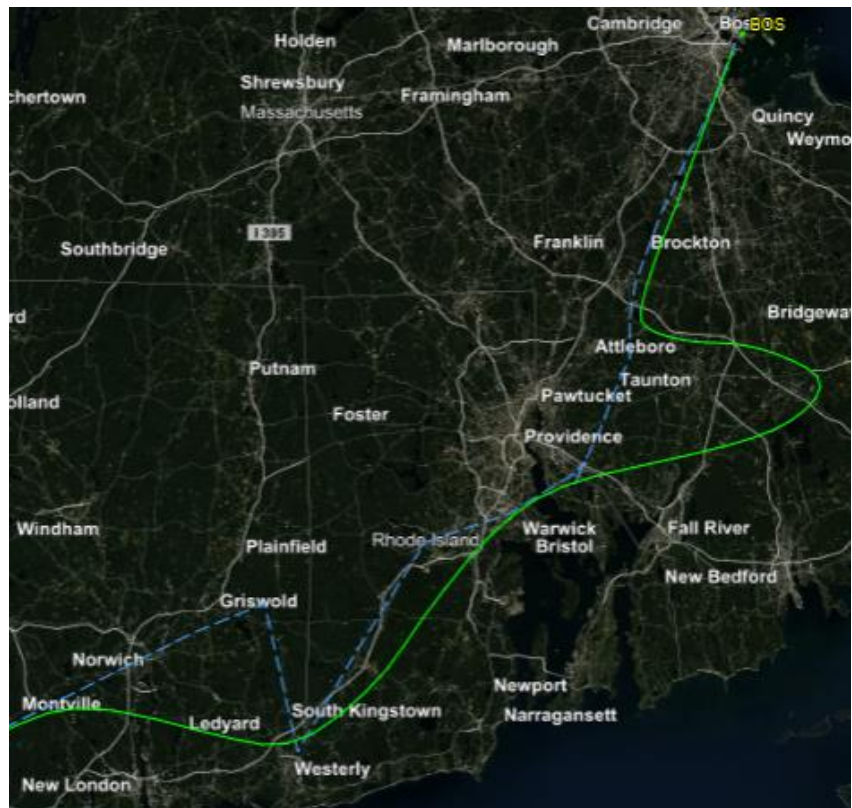
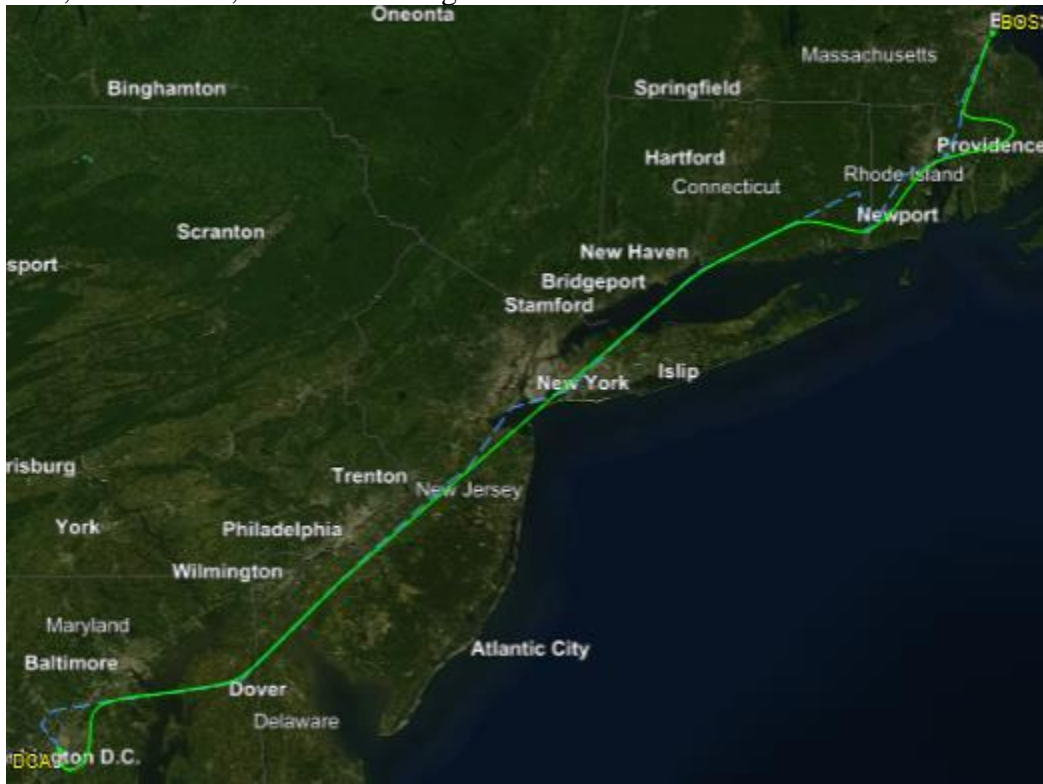
7:39PM, Air Canada 528, E190 from Toronto:



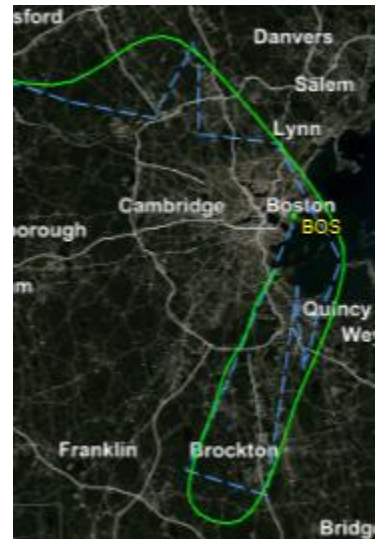
7:41PM, Southwest 383, B733 from Indianapolis:



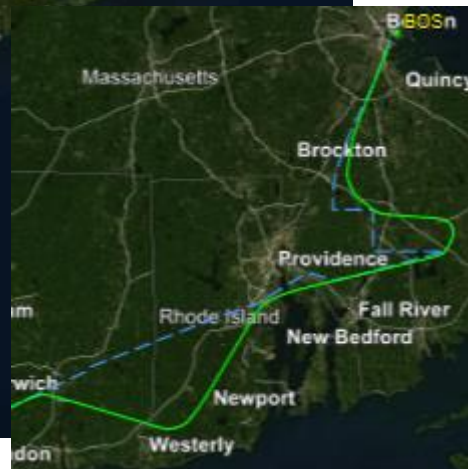
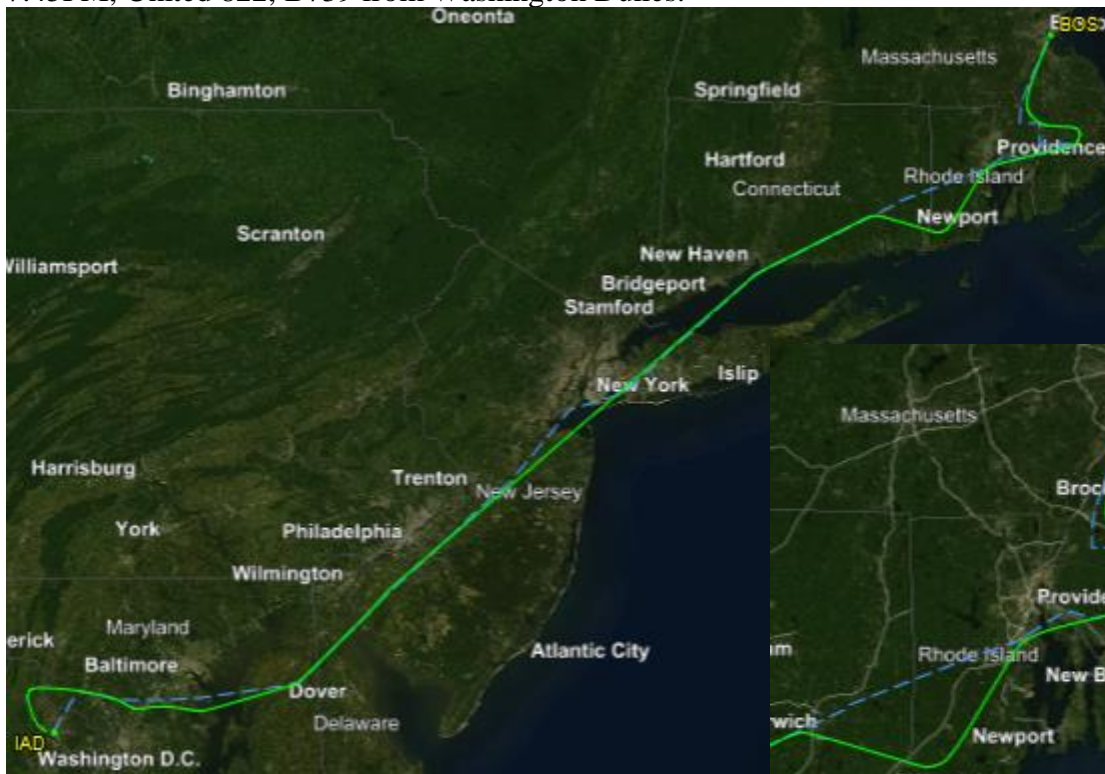
7:42, JetBlue 790, E190 from Reagan National:



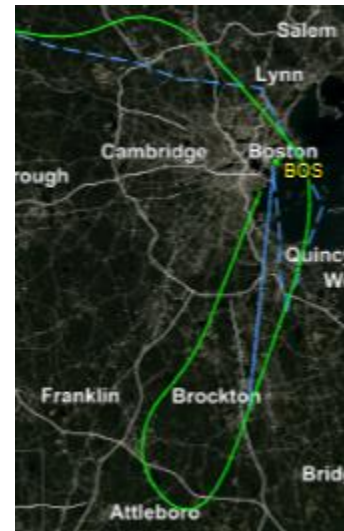
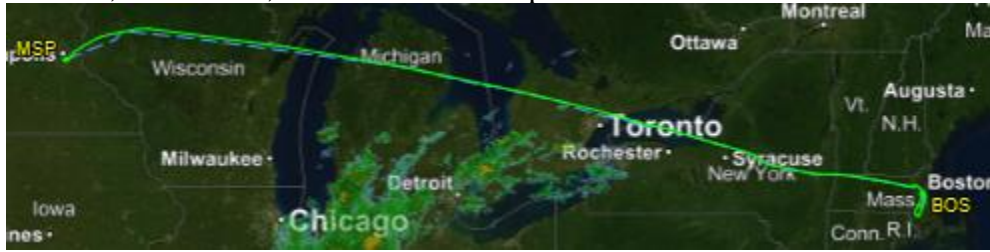
7:43PM, Delta 2635, B738 from SeaTac:



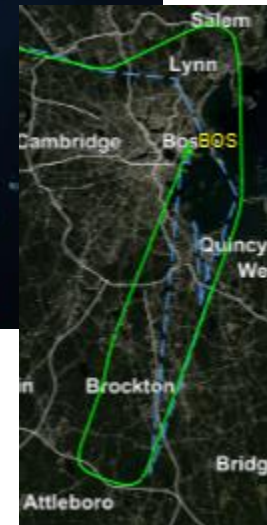
7:45PM, United 822, B739 from Washington Dulles:



7:47PM, Delta 1529, A319 from Minneapolis / St Paul:



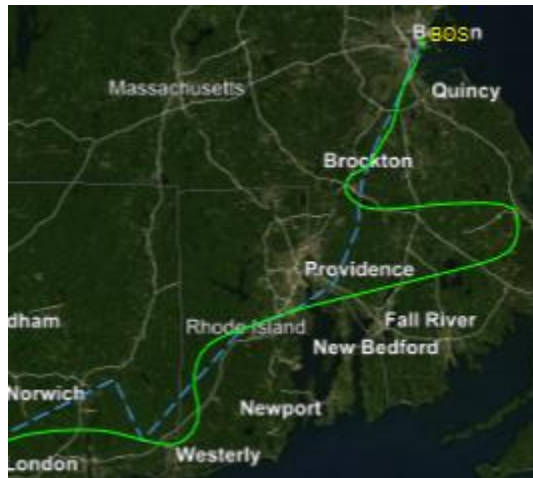
7:53PM, UPS 2020 (cargo), A306 from Dallas – Ft Worth:



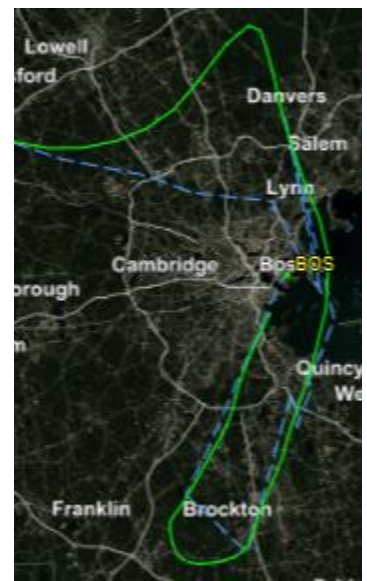
7:53PM, Virgin 11, B789 from London Heathrow:



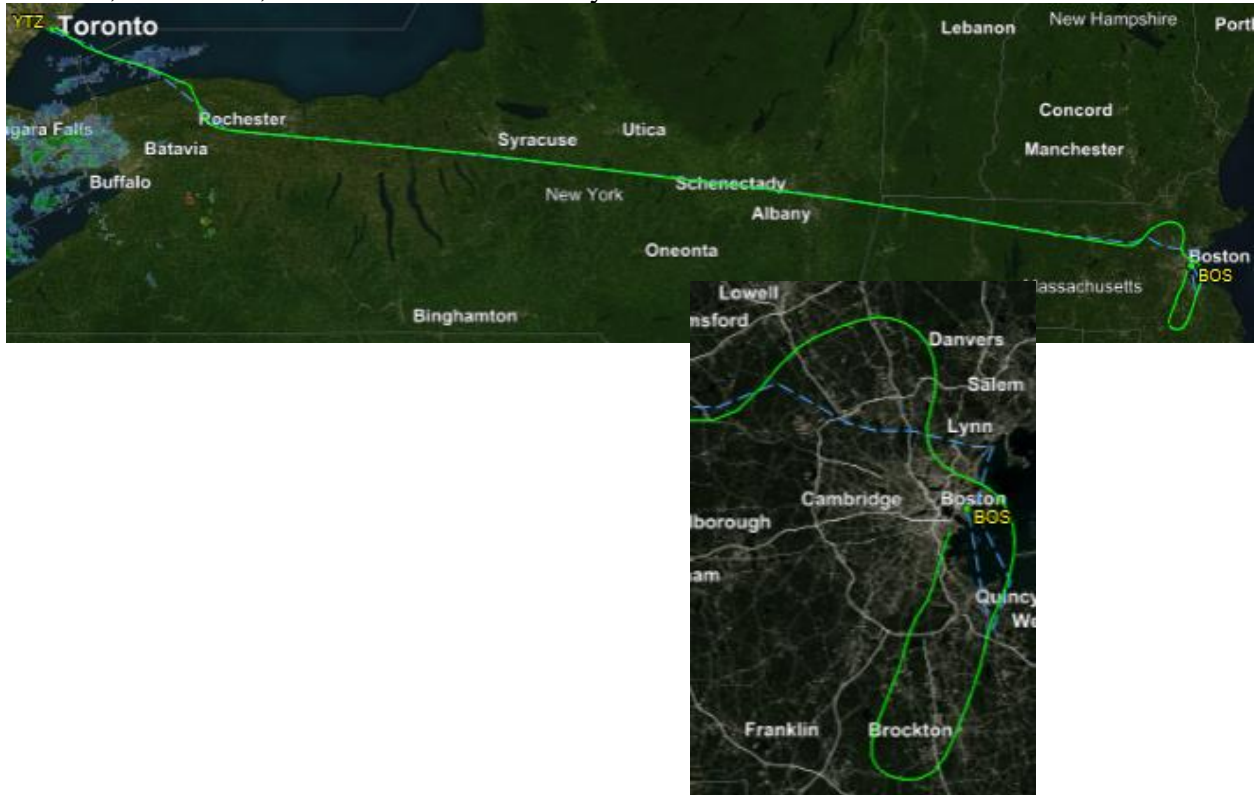
7:55PM, JetBlue 466, A320 from Southwest Florida International:



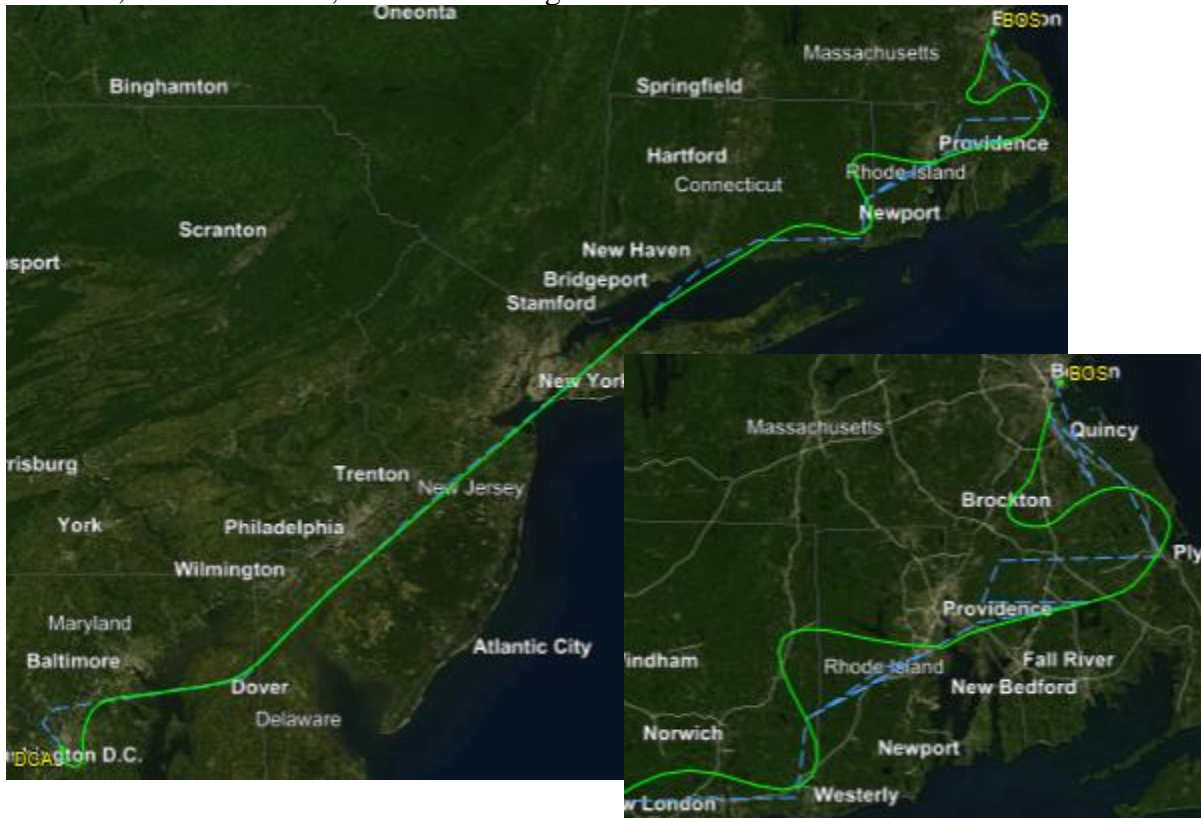
7:56PM, JetBlue1686, E190 from Pittsburgh:



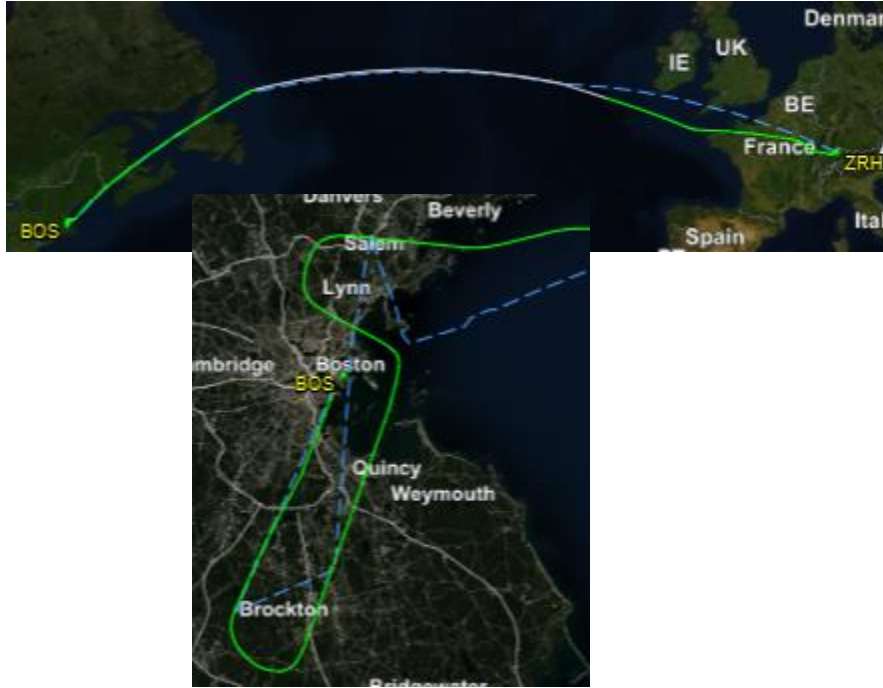
7:59PM, Porter 949, DH8D from Toronto City Centre:



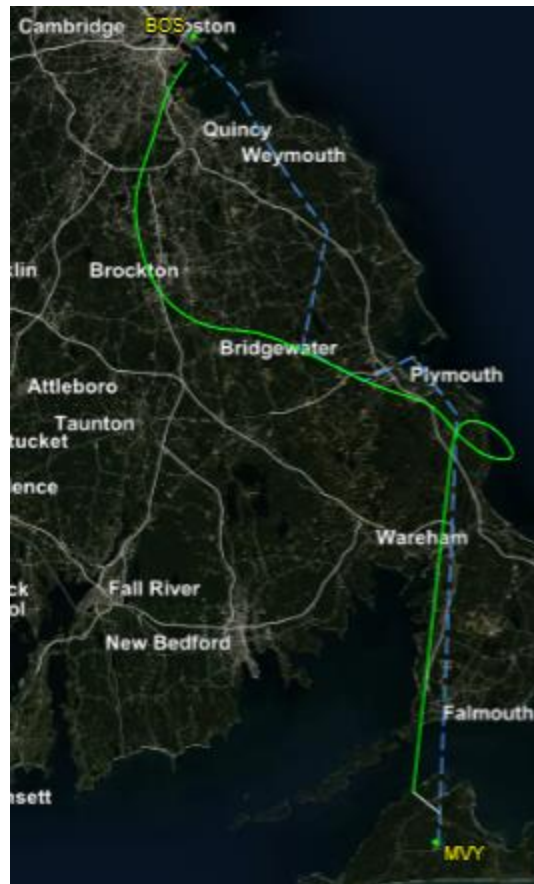
7:59PM, American 2116, A319 from Reagan National:



8:01PM, Swissair 52, A333 from Zurich:



8:03PM, Cape Air 291, C402 from Martha's Vineyard:



8:04PM, Cape Air 1015, C402 from Hagerstown:

