

## eFAROS evaluation begins at Boston's Logan International Airport (KBOS)

An evaluation has begun of The enhanced Final Approach Runway Occupancy Signal (eFAROS) installed at Boston's Logan Int'l Airport (KBOS). eFAROS is an advisory system intended to help pilots maintain runway occupancy situational awareness during the final approach segment. If you operate into Boston please ensure that you are familiar with this system.

Pilots are reminded to check NOTAMS carefully before operating in and out of KBOS.

Pilot feedback is essential in order to assess system acceptability of eFAROS. To participate, please visit: [www.eFAROS.org](http://www.eFAROS.org)



### PILOT GUIDE TO ENHANCED FINAL APPROACH RUNWAY OCCUPANCY SIGNAL (eFAROS) BOSTON LOGAN INTERNATIONAL AIRPORT

The Enhanced Final Approach Runway Occupancy Signal (eFAROS) has been installed at BOS to reduce the frequency and severity of runway incursions. eFAROS directly indicates to pilots on final approach that the runway is occupied and unsafe for landing by flashing the Precision Approach Path Indicator (PAPI) lights. eFAROS is a fully autonomous, surveillance-driven system not controlled by ATC and indicates runway occupancy status only, never clearance.



Figure 1. Final Approach Runway Occupancy Signal (eFAROS)

eFAROS is an advisory system intended to help pilots maintain situational awareness during the final approach segment by flashing the PAPIs to indicate the runway is occupied.

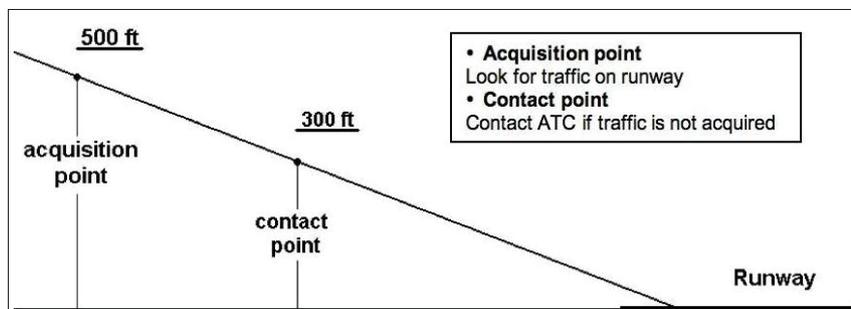


Figure 2. Pilot Action Points

#### Recommended Pilot Protocol:

**When eFAROS acquisition point of approximately 500 ft AGL is reached with flashing PAPIs**

- Attempt to see traffic on runway
- If seen, evaluate the situation then proceed with caution
- If not seen, prepare to contact ATC at contact point

**When eFAROS contact point of approximately 300 ft AGL is reached with flashing PAPIs**

- Attempt to see traffic on runway
- If seen, evaluate the situation then proceed with caution
- If **not seen**, contact ATC to verify landing clearance and prepare for an immediate go-around

**If ATC does not verify landing clearance promptly, go around**

**If ATC cancels the landing clearance, go around**

**A STEADY PAPI SIGNAL DOES NOT CONSTITUTE CLEARANCE TO LAND!**

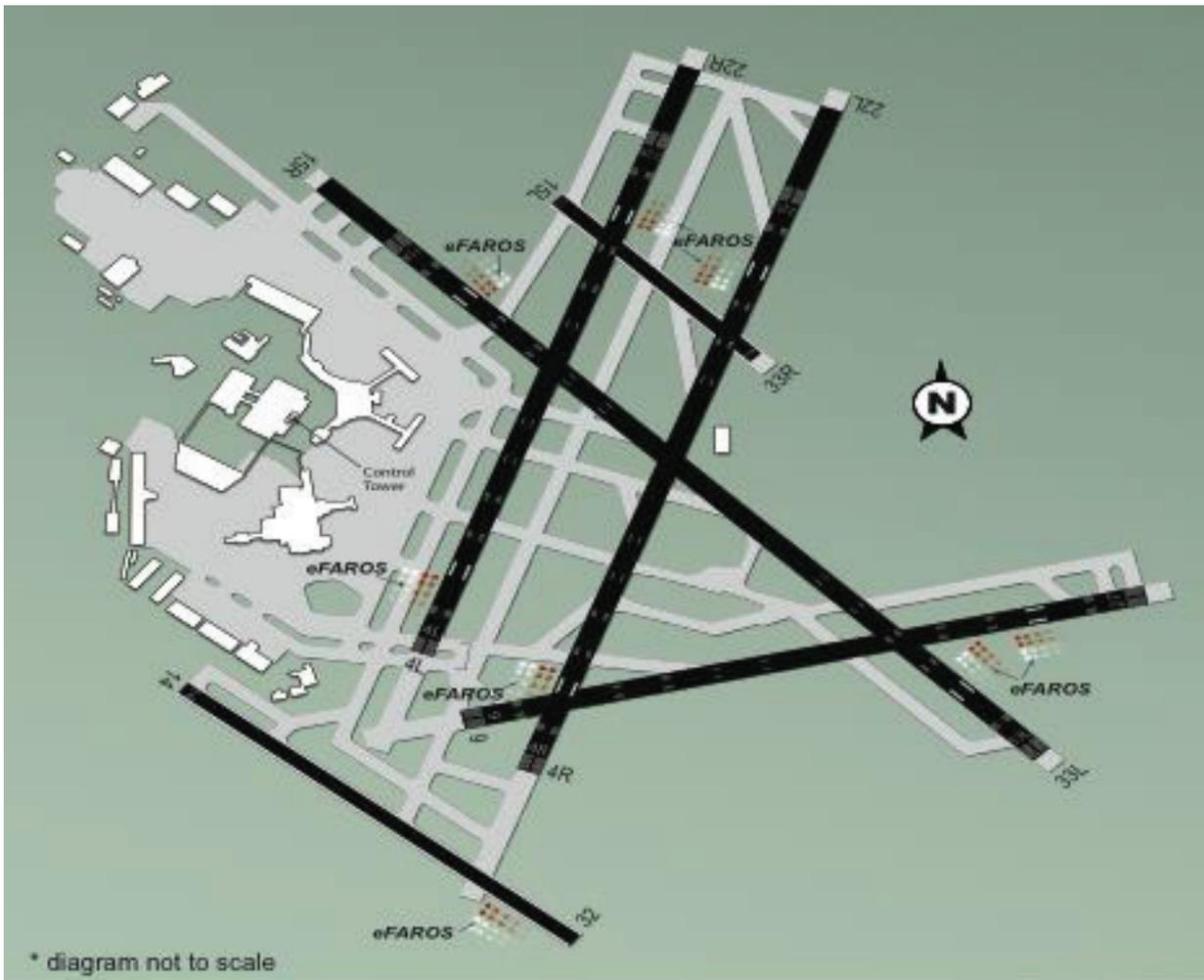
**BOS Enhanced Final Approach Runway Occupancy (eFAROS) Locations**

An operational evaluation of eFAROS at BOS is scheduled to commence in June 2014 and will last approximately 3 months or longer. eFAROS at BOS consists of flashing PAPIs on runways:

**15R/33L, 4R/22L, 4L/22R, 27 and 32**

During the operational evaluation period, flashing PAPIs will be enabled 24/7 for all eFAROS equipped runways. An ATIS message will advise pilots of current eFAROS operations.

*Note: Flashing PAPIs intended for landing aircraft may be visible to traffic on eFAROS equipped runways. **Do not contact the tower unless a safety concern exists.***



**Figure 3 - eFAROS PAPI Locations**

**Pilot feedback is essential in order to assess system acceptability of eFAROS. To participate, please visit: [www.eFAROS.org](http://www.eFAROS.org)**

