

LOGAN AIRPORT COMMUNITY ADVISORY COMMITTEE

“WE’RE STRONGER TOGETHER”

June ##, 2016

Chief Pilots at Logan Airport
c/o Massport

Greetings,

As retired Airline pilots representing our Communities on the Logan Airport Community Advisory Committee, we hope to communicate with you on noise abatement. With our understanding of both sides, we have some requests and suggestions, which we believe are reasonable for you to implement to provide noticeable noise abatement benefits for people on the ground.

The Logan CAC has been active with Massport and the FAA since 1978 to reduce noise impacts. Initially with representatives from 12 cities, towns, and Boston neighborhoods. Now with more than 30 cities, towns, and Boston neighborhoods directly represented. (In addition to an ongoing Noise Study, the implementation of RNAV procedures in recent years has significantly increased participation.)

Since 2003, the Logan CAC has been working with Massport and the FAA in a Noise Study, a mitigation measure with an FAA approval in 2002 including the new Runway 14-32 and (following) centerfield taxiway. Phase 1 of the Noise Study resulted in increased altitudes for arrivals and departures at shoreline crossings north and south of Logan.

Currently, Phase 3 is nearing completion, intending a new Logan Runway Use Program to reduce noise impacts. This is to replace the Logan Preferential Runway Advisory System, which was first implemented in 1983, but has never been successful.

We are charged with mitigating aircraft noise on and around Logan Airport. LCAC members agree that it takes the cooperation of all involved to help reduce the aircraft noise for our surrounding neighbors.

It was once facetiously briefed by a tour guide in Mexico City with respect to red traffic lights, “that they are merely a hint of a suggestion.” We regard the following as somewhat more serious proposals. Hopefully you will consider and discuss them with your pilots.

On the ground:

Employ single engine taxiing as much as possible, with the operating engine on the infield side of Logan. For example, if taxiing to depart on runway 22R/22L, you would operate on the right engine. Using this procedure is predicated on weather/field conditions, weight of the aircraft and at the captain’s discretion, of course.

Departure:

Adhere to the airspeed restriction of 250 kts. below 10,000 feet. The more quickly a higher altitude is reached, the less noise impact on the ground.

Fly the tracks on the SID. The tracks are designed to minimize the noise impact on population. On the 22R/L departures, avoid the Hull peninsula. On the end of the peninsular there is a wind turbine on the grounds of Hull High School. Flying the SID track will avoid this area. As on all departures, flying the RNAV departure, as depicted, will help mitigate the noise.

Arrival:

If you have been cleared for an ILS approach, do not rush down to the minimum altitude. For example, if you are at 4000 feet and have been cleared for the approach to 33L, “you are cleared to cross COHAS at 3000 or above, etc.” To lessen the noise on the ground, intercept the glide slope and follow it down. Do not go immediately to 3000 feet and then wait for the glide slope.

If in VMC and have been cleared for a “visual approach,” intercept the ILS glide slope for that runway and fly at or above the glide slope. Remember that the higher you are, the less noise on the ground. Also think of your visual track. If cleared for a 33L visual and you are inside COHAS, avoid the population areas below you. At the south end of the Hull peninsular there is narrowing of the terrain and a large lake, Straits Pond. Here there are fewer houses. This is the area in which to turn onto the centerline for 33L.

If weather and traffic conditions permit, request the “Light Visual RWY 33L.” This is a scenic route designed by Captain Rod Hobson, retired, United

Airlines, connecting Minot's Light, Boston Lighthouse and Fort Warren, which places you outside the populated areas of Scituate, Cohasset and Hull.

Delay your flap and gear extension as long as feasible. "Dirty" aircraft need more power and more power means more engine noise (and fuel).

Landing:

With considerations of aircraft weight and runway conditions, use as little reverse thrust as possible. This is possible if the aircraft is very light.

We feel by employing these techniques, noise will be mitigated and will reduce complaints from those living near and around Logan. We thank you in advance for your cooperation. We would be happy to communicate further with you.

Sincerely,

Gary Banks, Captain, retired American Airlines
Scituate, MA

Peter Eschauzier, Captain, retired American Airlines
Salem, MA

Rod Hobson, Captain, retired United Airlines
Cohasset, MA

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