

FAA News



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FACT SHEET

Boston Logan Airport Noise Study Noise Abatement Measures to be Evaluated in Phase 2

The Boston Logan Airport Noise Study is a cooperative and unique effort undertaken by the Federal Aviation Administration (FAA), the Massachusetts Port Authority (Massport) and the Logan Airport Community Advisory Council (CAC).

The Community Advisory Committee (CAC), which represents more than 30 of the 90 communities within the project study area, has presented to FAA and Massport for additional evaluation under Phase 2 of the project over thirty new noise abatement concepts that deal with aircraft overflights and airport ground noise operations.

The CAC presented these concepts to FAA and Massport at the Boston Technical Advisory Committee (BOS/TAC) meeting on February 28. The project website, <http://www.bostonoverflightnoisestudy.com> contains graphics of these measures. FAA and Massport have been examining these measures for safety issues or substantial operational hurdles as part of the first of a three level screening process.

BOS/TAC is a joint agency group that was established at the inception of the noise study project. Members of the group meet several times each year to discuss complex technical information related to air traffic control operations, aircraft noise impacts and environmental regulatory requirements.

The CAC has stated that it is unprepared at this time to propose runway preferences, which are included as an option for study in the context of the Preferential Runway Advisory System (PRAS) in the FAA's 2002 Record of Decision (ROD) for the Boston Logan Airside Improvements Planning Project. Specifically, the ROD requires that the FAA, Massport and the CAC work jointly to develop a scope of a noise study that will include enhancing existing or developing new noise abatement measures applicable to aircraft overflights.

The advisory committee has stated that it prefers to see the effects of the noise abatement actions listed for ground noise and flight procedures prior to stating runway use

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preferences, if any. The CAC also selected some carry over measures from Phase 1 that did not qualify as early implementation measures. Until further analysis is conducted to identify specifics of the proposed measures, it is too early to ascertain what particular communities will receive noise decreases or increases from these actions. It is best to review the graphics in combination with the description to understand the intent behind the proposals.

While the communities that may potentially be affected by the Phase 2 measures are unclear until an analysis is completed, it's known that the ground noise measures may affect primarily those communities close to the airport, such as Winthrop and East Boston. Other measures shift flight tracks when aircraft are departing from Runways 4R, 27 and 33L at Boston Logan Airport. These measures may affect communities to the north, west and south of the airport. Some measures have been proposed to specifically reduce noise impacts to Hull, Revere, Marshfield and Duxbury. One specific measure proposes to look at the ability to conduct continuous decent approaches, designed to reduce the frequency of thrust increases and flap/gear down noise levels, to all the runways at the airport. Certain measures have also been proposed to minimize the aircraft noise levels from helicopters and local traffic flying under visual flight rules in the downtown Boston area.

Ground noise measures:

- **G-A:** Tow aircraft to the runway ends before takeoff.
- **G-B:** Single engine taxi on aircraft side away from nearest communities.
- **G-C:** Use Taxiway November for Runway 22R traffic, use the Centerfield Taxiway for Runway 22L traffic.
- **G-D:** Runway 4R arrivals taxi in on the Centerfield Taxiway.
- **G-E:** Add fillets for Runway 4R arrival egress – curve the fillet from the high speed exit taxiways Yankee and Romeo onto the Centerfield Taxiway.
- **G-F:** Limit use of reverse thrust during landing on all runways.
- **G-G:** Erect noise barriers on the community side of the shoreline.
- **G-H:** Place floating foam noise barriers in the water adjacent to November taxiway.
- **G-I:** Build a dedicated hush house building for run-ups.
- **G-J:** Seek a location on the airport for a hold apron/penalty box to park aircraft as they await takeoff queuing onto Taxiway November.
- **G-K:** Replace Ground Power Unit and Aircraft Power Units with electric power hook-ups at all gates.
- **G-L:** Change the national on-time departure rules so that aircraft can remain at the gate without penalizing the airline's on-time performance (intended to reduce taxiway queues on Taxiway November).
- **G-M:** Erect noise barrier for Runway 15R departures – northwest end of Runway 15R/33L along East Boston shoreline.

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Flight Approach Routings:

- **F-A:** Establish continuous descent approach to Runways 4R/L, 27, 33L, 32, 22R/L and 15R.
- **F-B:** Move the DRUNK Intersection further east over the ocean, as opposed to remaining over land at Marshfield.
- **F-C:** Raise the arrival crossing altitude at the DRUNK Intersection to 7,000 or 8,000 feet from 6,000 feet.
- **F-D:** Spread out arrivals at the DRUNK Intersection by creating additional “way points”. (The intent of this concept is to reduce some of the noise impacts from having the arrivals concentrated into a narrow flight corridor by Alternatives 6, 7 and 11 under Phase 1).
- **F-E:** Move the arrival flight corridor over DRUNK, as adopted under Alternatives 6, 7 and 11 of Phase 1, to the south, so that the altitude of the arrivals can be raised to reduce or eliminate noise impacts over land at Marshfield and Duxbury.
- **F-F:** Phase 1 Carry Over Measure 16 - Runway 32 Arrivals: develop approach procedure that maximizes flight over water.
- **F-G:** Establish an over water visual or RNAV arrival to Runways 33L/32 over harbor mouth during night hours to increase distance north from Point Allerton.
- **F-H:** When Runway 32 is used for arrivals in conjunction with Runway 27 arrivals, (if an over harbor approach is not used per Concept F-F or F-G) leave Runway 32 arrivals where they are indicated by the Runway 14/32 EIS (approximately 4000 feet west of the Runway 33L approach course) when used in conjunction with Runway 33L arrivals. The intent of this measure is to maintain an offset approach to Runway 32 west of Hull at all times, instead of a straight in approach to Runway 32).
- **F-I:** Maintain 3 mile in-trail separation intervals between all aircraft on arrival to Runways 22R/L – never let the 2.5 mile exemption to the separation rule be applied.
- **F-J:** Place note on approach plates: “When cleared for a visual approach to a runway, maintain last assigned altitude until intercepting the ILS Glide Slope for that runway. For noise abatement, fly at or above the glide path to the runway.

Flight Departure Routings:

- **F-K:** Extend Runway 27 departure gates farther south to I-95/R128/Dedham area before turning to enroute courses.
- **F-L:** Seek improvements of compliance with 1996 EIS goals for Runway 27 departure procedure through the application of all available technology.
- **F-M:** Phase 1 Carry Over Measure 4 - Runway 14 Departures: develop departure procedures to increase altitudes of aircraft over land by establishing course guidance to route traffic north of Hull, when used in conjunction with Runway 27 arrivals.
- **F-N:** Establish a departure waypoint from Runway 15R for use at night to move departures farther north of Hull than established by Phase 1 Alternative 3.
- **F-O:** If Phase 1 Runway 22L/R RNAV departure waypoint does not keep departures from flying over Hull, then change departure headings to route 50 percent of the departures southward over Quincy Bay or replace the RNAV route with a conventional route that routes all jet departures north of Hull.

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- **F-P:** Establish a departure route from Runway 33L that follows the Mystic River and compatible lands along the river before turning on course – follow Mystic River industrial area toward Wellington Station for 5 to 6 nautical miles (NM) from distance measuring equipment (DME) and 5000 feet above mean sea level (MSL) before turn.
- **F-Q:** Turn departures from Runway 9 to the right (approximately 120 degree outbound radial from the Boston VORTAC) at or before the runway end to pass over Deer Island sewage treatment plant, then resume 093 departure course of Phase 1, Alternative 2.
- **F-R:** Shift Runway 4R Phase 1 Alternative 1 RNAV initial fix to east to pass more over water away from Revere Beach (moves track closer to Nahant).

Cockpit Procedures:

- **F-S:** Phase 1 Carry Over Measure 18 - Departure Runways 27, 33L, 4R, 9: apply cockpit alternatives for thrust and climb management to benefit certain nearby communities through implementation of close-in or distant noise abatement departure procedures. Evaluate each measure for noise reduction effects off the end of each runway. Effects may vary from Runways 27, 33L and 4R, while Runway 9 is expected to achieve greater benefit from a close-in (special) departure procedure).

Local Control Procedures Over Downtown:

- **F-T:** Establish altitude floor for local visual flight rule (VFR) traffic under Tower control not on approach or initial climb to increase altitudes over downtown.
- **F-U:** Establish required helicopter routings within downtown area airspace for all users, including hospitals, businesses and media.
- **F-V:** Extend initial departure course for turboprop aircraft to 2,000 MSL before initiating turns over populated areas.

There are five (5) Phase 1 carry-over measures unrelated to runway preferences under PRAS that will be further evaluated in Phase 2 by the FAA. These measures are currently not supported by the CAC, but are being retained by the FAA until the criteria used by the CAC for elimination of alternatives is further articulated and approved by the FAA to ensure consistent application to all measures in accordance with FAA environmental requirements.

- Measure 17: Runways 27 and 33L departures – would develop departure procedures for fanning aircraft. (departure)
- Measure 21: All Runways – develop departure procedures for fanning aircraft (departure)

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- Measure 26: Runway 27 departures - modify the Runway 27 WYLYY departure procedure so that aircraft are fanned after the 2nd gate (the second of a series of gates or windows that define the WYLYY RNAV compliance corridor).
- Measure 27: Runways 4R and 4L Localizer-type Directional AID approaches – develop offset approaches from the east and west to minimize noise impacts to communities under the existing approaches to Runways 4R and 4L.
- Measure 28: Runway 27 departures- modify departure procedure to initial right turn to direct aircraft over Charles River basins and away from heavily populated areas.

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