



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

**ORDER
BOS ATCT
7040.1H**

Effective Date:
October 28, 2007

SUBJ: NOISE ABATEMENT

1. **Purpose of This Order.** This order describes the rules and imposed regulations required by the Massachusetts Port Authority (MASSPORT) to meet their noise abatement/mitigation commitments to surrounding communities.
2. **Who This Notice Affects.** This notice affects all operational personnel at BOS ATCT.
3. **Background.** This order consolidates all regulatory noise abatement information into a single reference for all personnel.
4. **Cancellation.** BOS ATCT 7040.1G, Noise Abatement, dated February 15, 2002, is canceled.
5. **Policy Guidance.** It is the policy of Boston ATCT to be a good neighbor, while meeting our operational objectives/responsibilities to the National Airspace System (NAS). Non-compliance with any MASSPORT regulation noted in this document is permissible only in those situations wherein approved separation standards could otherwise be compromised.
6. **Responsibilities.**
 - a. FLM/CICs shall ensure that:
 - (1) MASSPORT noise abatement rules and regulations are met, whenever possible.
 - (2) this directive is reviewed periodically with control personnel to maintain noise sensitivity awareness.
 - b. All control personnel shall be familiar with and adhere to the noise abatement rules and regulations noted in this document.
7. **MASSPORT Noise Abatement Ground Procedures.**
 - a. General.
 - (1) Aircraft engine run-ups (except for reciprocating engine run-ups performed as part of pre-takeoff procedures) shall not be performed between 7 a.m. and midnight, unless prior approval by Massport has been obtained. (Note: An engine run-up is defined as any operation of a stationary aircraft engine above idle power except to overcome inertia to begin taxiing.)
 - (2) Intersection takeoffs by turbojet aircraft are prohibited, except for departures on Runway 15R.

(3) Turbojet Departure Noise Abatement Procedures. All turbojet departures shall be issued the Standard Instrument Departure (SID) procedure appropriate for the departure runway.

b. Runway 4L/22R Restrictions.

(1) Departures on Runway 4L shall be limited to propeller driven aircraft with a takeoff noise emission level of 73 dBA or less. (Examples of aircraft that meet this criteria are BE02, SF34, DH8)

(2) Arrivals on Runway 22R shall be limited to aircraft with a specified noise emission level of 78 dBA or less. (Examples of aircraft that meet this criteria are BE02, C402)

(3) Departures on Runway 4L and arrivals on Runway 22R are prohibited between the hours of 11 p.m. and 6 a.m.

Note: An exemption from the prohibitions above may be granted by Massport, under unusual operating circumstances, such as when alternative runways are closed or otherwise unavailable or as required to accommodate emergencies.

c. Late Night Operations.

(1) When practical and traffic permits, the preferable runway configuration between the hours of midnight and 6:00 a.m. is Land Runway 33L, depart Runway 15R.

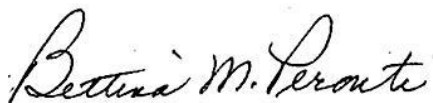
(2) Aircraft idle power engine run-ups between the hours of midnight and 6 a.m. shall not be performed unless prior approval by Massport has been obtained.

(3) Aircraft engine run-ups (except for reciprocating run-up performed as part of pre-takeoff procedures) are prohibited between midnight and 7 a.m.

8. Administrative Matters.

a. Distribution of this Order. This order is distributed to the Operations Manager, Support Manager, and all Order Binders.

b. Evaluation/Review. The facility will conduct an annual review of these procedures.



Bettina M. Peronti
Air Traffic Manager
BOS ATCT