

**Briefing Sheet**  
**Overview Boston Logan Airport Noise Study**  
**for**  
**Logan Airport Community Advisory Committee**  
**January 14, 2016**

Background

- The Boston Logan Airport Noise Study (BLANS) is the result of a mitigation requirement contained in the FAA's 2002 environmental Record of Decision (ROD) for the Boston Logan Airside Improvements Planning Project.
- The ROD requires that FAA, the Massachusetts Port Authority (Massport) and the Logan Airport Community Advisory Committee (CAC) work jointly to develop the scope of the noise study.
- In general, the purpose of the noise study is to identify and implement noise abatement measures that are safe and efficient and that don't adversely impact other communities.
- The study is being conducted in phases: Phase 1 (early implementation overflight measures), Phase 2 (flight route and aircraft ground movement measures thought to require detailed environmental review), and Phase 3 (evaluation of runway use measures).
- Project cost is \$8.3 million, with \$6.6 million being funded by FAA Airport Improvement Program grants. The remaining \$1.7 million is funded by Massport. Cost funds two consultant teams; a project consultant for FAA, Massport, and CAC and an independent consultant that provides technical expertise specifically to the CAC.
- Phase 1 (2002 - 2007), Phase 2 (2008 – 2012), Phase 3 (July 2013 – Present). In general, the study area and working teams established in Phase 1 are still in place for Phase 3.
- All study area communities are offered a voice in the BLANS through participation on the CAC. FAA notified local, state and federal elected officials of this by certified letter several times throughout the study.

**Attachments** (BLANS study area map)

Phase 1 Review

- Started with 55 potential operational noise abatement measures that were narrowed down after a comprehensive screening process that involved safety, operational and environmental analysis.
- At the CAC's recommendation, FAA agreed to implement nine (9) of the 55 measures that included: RNAV departure procedures for Runways 4, 9, 15 and 22, arrivals to Runways 22 & 27, a charted visual to Runway 33 and raising the shoreline crossing altitudes to the north and south of Boston.
- Environmental documentation included an FAA Categorical Exclusion/ROD to implement measures within an approximate 2-year time frame. Started in 2/14/08; ended 11/18/10.

**Attachments** (Change in day-night average sound level (DNL) map)

Phase 2

- Started with 53 potential noise abatement measures that were narrowed down after a comprehensive screening process that involved safety, operational and environmental analysis. Three screening reports published and over 100 meetings/telecons documented.
- At the CAC's recommendation, FAA and Massport agreed to implement two (2) ground noise measures and six (6) programmatic measures.
- The ground noise measures include: a run-up location on the airport and to seek approval and funding for a holding area for delayed departures near the midpoint of the airport.
- The programmatic measures include working with the airlines to encourage single engine taxiing, limiting the use of reverse thrust and outreach efforts to the helicopter and propeller operators to follow voluntary routes and to keep aircraft higher over the downtown area.
- Massport also committed to establish an airport/community noise advisory group to continue dialogue regarding noise issues.
- FAA did not agree to implement (6) of the CAC's recommended measures, because there were no Day-Night Average Sound Level (DNL) decreases in noise. One of those measures was an RNAV SID for Runway 33L.
- The majority of the Phase 2 measures will be implemented by Massport and monitored by the noise advisory group.

**Attachments** (Matrix of Phase 2 measures w/final determinations)Phase 3

- Phase 3 evaluates the potential to further reduce noise to communities surrounding Logan Airport by changes in runway use. The Scope of Work details are on the BLANS website.
- CAC's goal is to also provide an equitable distribution of aircraft noise over the long-term (i.e. annually), as well as short-term relief from excessive operations over certain neighborhoods.
- A Phase 3 kickoff meeting was held on August 5, 2013.
- Outreach letters were sent to local, state and federal elected officials in September 2013 to summarize the results of Phase 2, announce the beginning of Phase 3 and to encourage participation in the BLANS by joining the CAC.
- In April 2014, CAC (with assistance from their independent consultant), proposed a runway use program framework that would require switching runway configurations from a previous time period. Time periods were defined as follows: Overnight (12-6AM), Morning Peak (6-9:30 AM); Midday (9:30AM – 2:30 PM); Evening (2:30-8:30 PM), Night (8:30 to 12PM).
- In October 2014, FAA sent outreach letters again to announce testing components of a potential runway use program. The basic premise of the tests was to determine how often FAA was able to switch the runway configurations based on wind, weather and operational conditions.
- The first test (Nov 2014 – May 2015) evaluated changing runway use configurations from the night period (8:30pm to midnight) to the following morning period (6:00 – 9:30am) so residents don't wake up with the same noise they went to bed with.
- The second test (May 2015-Nov. 2015) addressed dwell and persistence of using the same runways for long periods of time switching at 9:30am to 2:30pm from the previous period (6-9:30am) and again at 2:30 until 8:30pm from the previous period (9:30am to 2:30pm).

- Results from all tests will be evaluated and a final runway use program will be developed that will also look at assigning runway end use percentages.
- Massport (as the entity responsible for aircraft noise issues surrounding the airport consistent with FAA policies) will have to make the formal request to FAA to implement a runway use program at Boston-Logan. FAA must implement, if safe and efficient.
- The CAC, Massport and the FAA are in the process of renegotiating the Phase 3 Scope of Work. CAC has requested additional information and analysis that exceeds the current Phase 3 budget and discussions continue on how to move forward as there are no additional federal dollars for the study.