

General Edward Lawrence Logan International

IATA/ICAO CODE: BOS/KBOS
CITY: Boston
STATE: MA
COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

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ELEVATION: 20 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
04L/22R	7861	-	-	150
04R/22L	10005	-	-	150
09/27	7000	-	-	150
15L/33R	2557	-	-	100
15R/33L	10083	-	-	150
14/32	5000	-	-	100
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Runway 27 - Turbojet departure procedures are predicated on avoiding noise sensitive areas. An Environmental Record of Decision mandates a very narrow departure corridor designed to minimize noise impacts to local communities. The funnel like corridor begins at GARVE waypoint (WP) and ends at the WYLTT WP. Along this corridor Gates are alphabetically identified to monitor and measure conformance. Gate I begins just southwest of GARVE WP on the 235 degrees track through Gate E ending at WYLYY WP. Gate A is only 1400' wide and Gate E is 6300' wide therefore whether flying the Runway 27 LOGAN DEPARTURE or the WYLL Departure (RNAV), the exact 235 degrees ground track must

be flown to comply with the desired noise track. The following information includes recommended techniques that may assist pilots in maintaining the 235 degrees track corridor:

WYLLY Departure (RNAV)

Fly the 273 degrees course to the BARVE fly-by WP. The flight director should command a left turn approaching GARVE WP to intercept the 235 degrees track to the WYLLY fly-over WP. The location of the GARVE WP was computer modeled to capture most aircraft at Gate A. Pilot technique or FMS equipment inaccuracy may cause an overshoot at Gate A. Pilots must insure that applicable navigation equipment alignment procedures, to include a manual runway position update if required, are completed.

Pilots that have successfully flown through all gates have armed LNAV on the Runway or engaged LNAV at 400 ft and precisely followed their flight director. The left turn approaching GARVE WP comes up very quickly. This is a busy time as the crew completes take-off procedures and the aircraft approaches GARVE WP, just at the 1000' AGL call. A thorough crew pre take-off procedural review is recommended. Pilots are also encouraged to engage autopilot at the appropriate time.

LOGAN Departure

Fly heading 275 deagrees Approaching BOS 2.2 DME, turn left to a 235 degrees heading. Apply track drift correction, only if known and then expect vectors. Also, in VMC conditions you may use landmarks to aid in navigating the corridor. Aircraft should be entering a 235 degrees heading by the piers on the harbor's west side to enter the corridor at GATE A. Then approximately 3.75 miles down track, the exit, GATE E is in the middle of Franklin Park Golf Course.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

In 1986, only Stage 3 aircraft could operate between 11:30 pm and 6:30 am. As of 1990 and thereafter, this was increased to between 11:00 pm and 7:00 am. There are exceptions for aircraft which undergo phased maintenance, inspection or modification at the airport or for aircraft which were delayed as a result of circumstances beyond their control.

PREFERENTIAL RUNWAYS

Takeoff on 4L and landing on 22R are prohibited between 11:00 pm and 6:00 am. When possible Runway 15R/33L used in head on operations between 12am-6am.

OPERATING QUOTA

See Stage 2 phaseout for details.

ENGINE RUN-UP RESTRICTIONS

Operation of any aircraft engine or power generating device (except in conjunction with flight arrival or departure) is prohibited between 2400-0600 if it generates a noise level of 5 dB or greater above ambient at any noise monitoring system microphone in or adjacent to a residential community. Aircraft engine run-ups are prohibited between 2400-0700 (idle power run-ups between midnight and 6:00 am) unless by prior approval.

Specific noise abatement rules apply to ground operations in the North and South Hangar Areas. In specified areas, no aircraft repositioning or movement for departure shall be conducted by self-propulsion. For arriving, this limit applies between 7:00 pm and 7:00 am.

Penalties for violation of the above restrictions are fines ranging between \$40 and \$500 per offense.

APU OPERATING RESTRICTIONS

Should the operation of APUs be necessary between the hours of 2300-0700 local, the aircraft shall be positioned so that the APU exhaust equipment is shielded from the nearest residential area by a fuselage of the aircraft.

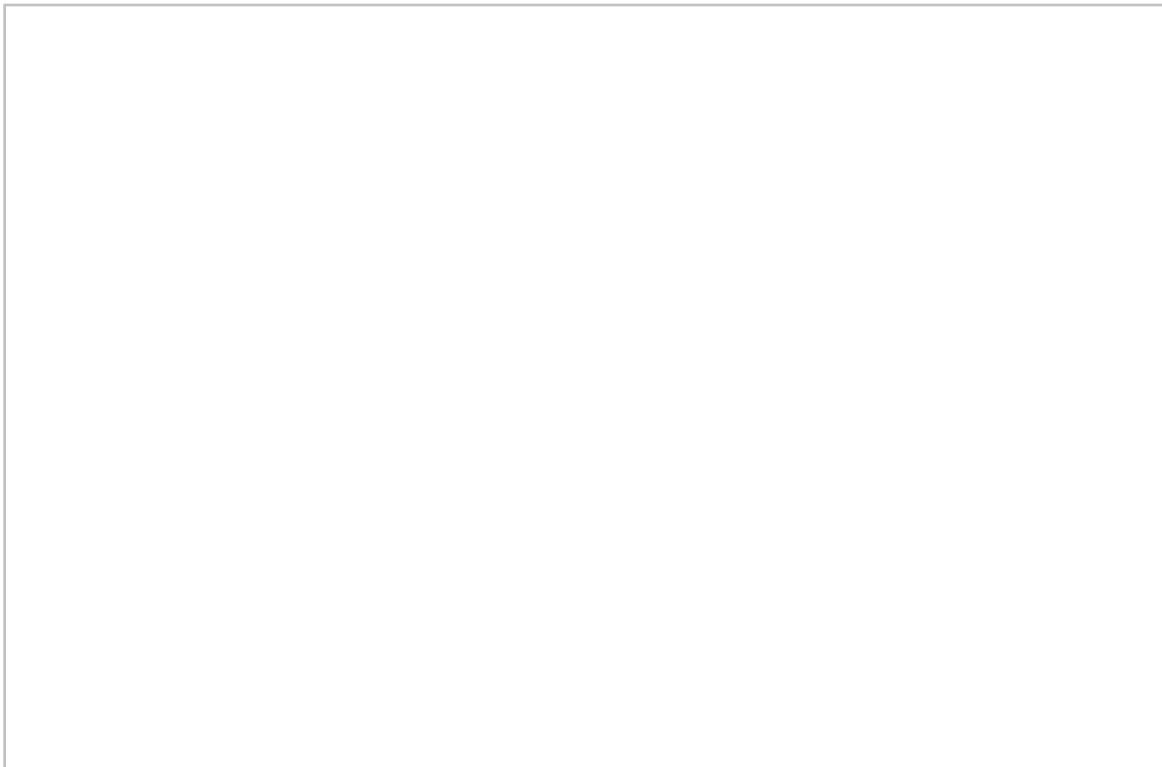
NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	2005: AIP grant of \$12,000,000 for residential sound insulation in the 56-69 DNL contour.

NOISE MONITORING SYSTEM



The airport has 29 noise monitors in the surrounding residential communities. The system has been in operation since 1990. Boston Logan Airport has become the first to use a new system that will enable local airport authorities to automatically identify noisy aircraft and flight patterns. The new ARTS III Data Collection and Editing System, approved by FAA and installed by the Massachusetts Port Authority, taps into the agency's ARTS III air traffic control system to identify critical levels of noise pollution in surrounding communities. Built by Dimension International, the system "represents a quantum leap in the ability of airport authorities nationwide to assess and plan for control of aircraft noise-related problems," said Robert Wright, DI president. He said it "completely obsoletes previously used methods by accurately placing data at the disposal of local airport officials in a matter of days, as opposed to weeks." The system provides a continuous recording of air traffic data, including aircraft call signs, airline flight numbers, positional data and aircraft types, to correlate noise complaints or events. FAA controls collection and editing processes, including data reviews and release of pertinent information to airport noise abatement staffs in hard disk format. Preliminary proposals are under way for installations at other airports, he said.

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS

To reduce noise impacts over residential areas to the north, takeoffs on Runway 4L are limited to 73 dBA and landings on 22R are limited to 78 dBA. Penalties for violation of this restriction are fines ranging between \$50 and \$500 per offense.

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - NONE