



Boston Logan Airport Noise Study (BLANS) 2003 through 2017

The Federal Aviation Administration (FAA) in December 2017 released the Final Boston Logan Airport Noise Study (BLANS) Report. The goal of the study was to explore ways to reduce noise from flight procedures and ground operations at Boston Logan International Airport to the practicable extent possible for the greatest number of people residing in communities within a 20-mile radius of the airport. The three-phase study began in 2003 and ended in December 2016.

Background

When the FAA issued the 2002 Environmental Record of Decision for the Boston Logan Airside Improvements Planning Project, the agency required the Boston Overflight Noise Study (BONS) as part of the project mitigation. The Record of Decision required the FAA, the Massachusetts Port Authority (Massport) and the Logan Airport Community Advisory Committee (CAC) to work together to develop a noise study scope that would enhance existing noise abatement measures and develop new measures that could apply to aircraft overflights.

Phase 1 identified safe and efficient noise abatement measures that would not adversely affect other communities within the noise study area and that could be implemented before the study's completion. That effort produced several modified arrival and departure flight procedures that raised aircraft altitudes over communities or maximized the use of over-water flight routes when conditions permitted. These measures notably reduced noise levels over land.

The FAA renamed BONS at the beginning of **Phase 2**. The initiative was renamed Boston Logan Airport Noise Study (BLANS). It identified and implemented other potential measures to reduce noise impacts to communities surrounding Boston Logan International Airport. The FAA evaluated dozens of potential noise abatement measures for ground operations, arrivals, departures and local aircraft traffic and implemented two ground measures. Those measures established an area for engine run-ups and a location for holding aircraft that are delayed before departure. Several other measures included encouraging airlines to use a single engine while taxiing, and establishing and maintaining communications with helicopters and propeller aircraft to maintain altitudes of 2,000 feet over downtown Boston.

The goal of **Phase 3** was to develop a Runway Use Program that would replace the airport's Preferential Runway Advisory System (PRAS). The CAC was unable to recommend such a program before the Boston Logan Airport Noise Study ended. At CAC's request, its consultant developed a detailed noise abatement data report that could eventually be used to support the development of a Runway Use Program.

[BLANS Final Report](#)

[Aircraft Noise Portal](#)

[Airports Division Environmental Information](#)