Figure 1
Runway 33L LOGAN SIX
Jet Departures Compared with Proposed Action

LEGEND
Waypoint
Study Area
Community within Study Area
County Boundary
BOS VOR/DME
Interstate
Highway

LOGAN SIX Runway 33L Departures
(June 2012 – June 2013)

0 - 3,000 ft AGL
3,001 - 6,000 ft AGL
6,001 - 10,000 ft AGL
10,001 - 14,000 ft AGL
14,001+ ft AGL

Note: Procedure applies to RNAV-capable Jet aircraft. Turboprop and non-RNAV capable aircraft use LOGAN SIX Conventional SID.
Figure 2
Runway 33L LOGAN SIX
Jet Departures Compared with Proposed Action

(1.5 nautical miles)

LEGEND

Runway 33L RNAV SID Noise Model Departure Flight Tracks (Expected Flyability Track)

△ Waypoint

Study Area

Community within Study Area

County Boundary

BOS VOR/DME

Interstate

Highway

LOGAN SIX Runway 33L Departures (June 2012 – June 2013)

0 - 3,000 ft AGL

3,001 - 6,000 ft AGL

6,001 - 10,000 ft AGL

10,000 - 14,000 ft AGL

14,001+ ft AGL

Note: Procedure applies to RNAV-capable Jet aircraft. Turboprop and non-RNAV capable aircraft use LOGAN SIX Conventional SID.
Figure 3
Runway 33L RNAV Flight Tracks with Altitudes

Legend
- Waypoint
- Study Area
- Community within Study Area
- County Boundary
- BOS VOR/DME
- Interstate
- Highway

Post Implementation RNAV Runway 33L Jet Departures (June 2013 – May 2014)

Source:
- Radar Data: RNAV: One representative day per month, 6/9/13, 7/6/13, 8/5/13, 9/23/13, 10/8/13, 11/8/13, 12/8/13, 1/7/14, 2/14/14, 3/13/14, 4/9/14, 5/14/14
- RNAV: TARGETS (FAA PBN Integration Office)
- Office of Geographic Information (MassGIS), ESRI

Note: Procedure applies to RNAV-capable Jet aircraft. Turboprop and non-RNAV capable aircraft use LOGAN SIX Conventional SID.