

Boston Logan International Airport

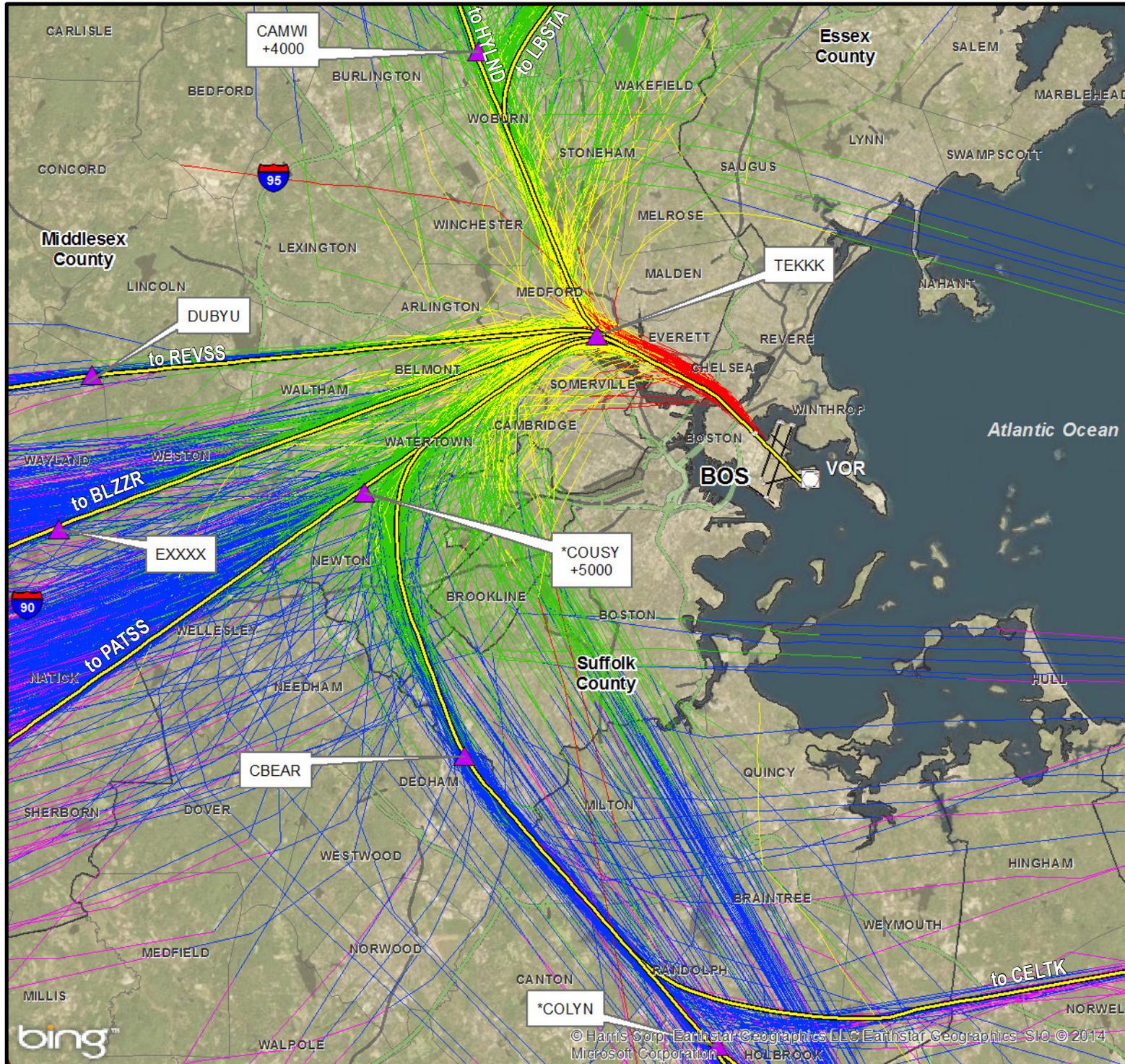


Figure 4
Runway 33L RNAV Flight Tracks with Altitudes

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

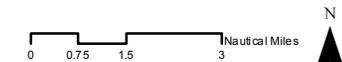
Post Implementation RNAV Runway 33L Jet Departures (June 2013 – May 2014)

- 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.



Boston Logan International Airport Runway 33L RNAV SID One-Year Post Implementation Report



Sources:
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, 12/6/13, 1/7/14, 2/14/14, 3/13/14, 4/6/14, 5/14/14)
RNAV: TARGETS (FAA PBN Integration Office)
Office of Geographic Information (MassGIS), ESRI
The COLYN and COUSY waypoints switched names in the final procedure design for the Runway 33L RNAV SID

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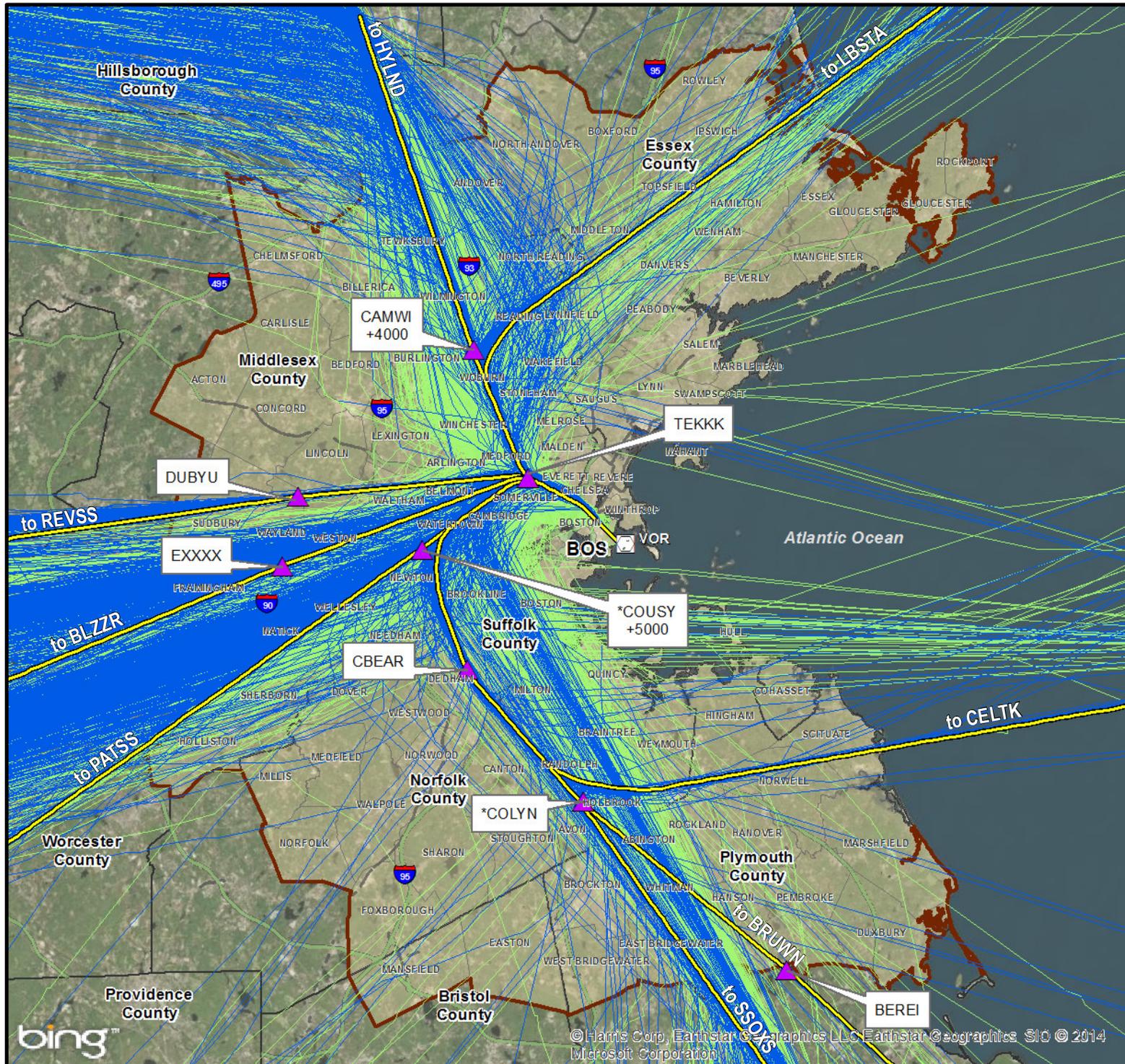


Figure 5
Runway 33L Flight Track
Dispersion Comparison

LEGEND

-  Runway 33L RNAV SID Noise Model Departure Flight Tracks (Expected Flyability Track)
-  Post Implementation RNAV Runway 33L Departures (June 2013 – May 2014)
-  Pre Implementation LOGAN SIX Runway 33L Departures (June 2012 – June 2013)
-  Waypoint
-  Study Area
-  Community within Study Area
-  County Boundary
-  BOS VOR/DME
-  Interstate
-  Highway

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



Boston Logan International Airport
Runway 33L RNAV SID
One-Year Post Implementation Report

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Source: Radar Data: RNAV: One representative day per month, (6/9/13, 7/6/13, 8/5/13, 9/23/13, 10/8/13, 11/6/13, 12/6/13, 1/7/14, 2/14/14, 3/13/14, 4/6/14, 5/14/14)
 Non RNAV: Two representative days per month between November 2012 and March 2013
 RNAV: TARGETS (FAA PBN Integration Office)
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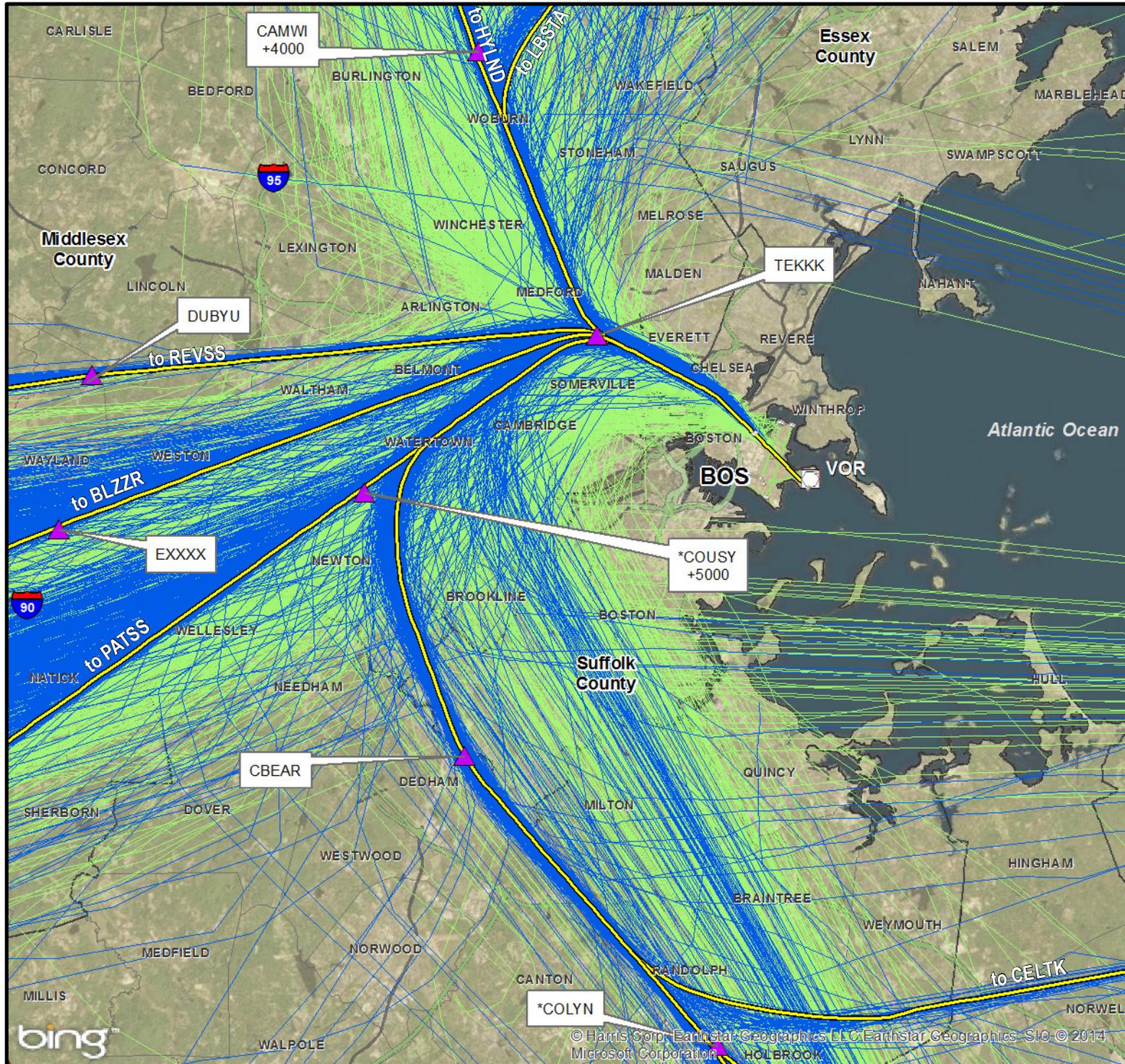


Figure 6
Runway 33L Flight Track Dispersion Comparison

- LEGEND**
- Runway 33L RNAV SID Noise Model Departure Flight Tracks (Expected Flyability Track)
 - Post Implementation RNAV Runway 33L Departures (June 2013 – May 2014)
 - Pre Implementation LOGAN SIX Runway 33L Departures (June 2012 – June 2013)
 - ▲ Waypoint
 - Study Area
 - Community within Study Area
 - County Boundary
 - BOS VOR/DME
 - Interstate
 - Highway

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



Boston Logan International Airport Runway 33L RNAV SID One-Year Post Implementation Report





Source: Radar Data: RNAV: One representative day per month, (6/9/13, 7/6/13, 8/5/13, 9/23/13, 10/8/13, 11/6/13, 12/6/13, 1/7/14, 2/14/14, 3/13/14, 4/6/14, 5/14/14)
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