Boston Logan International Airport

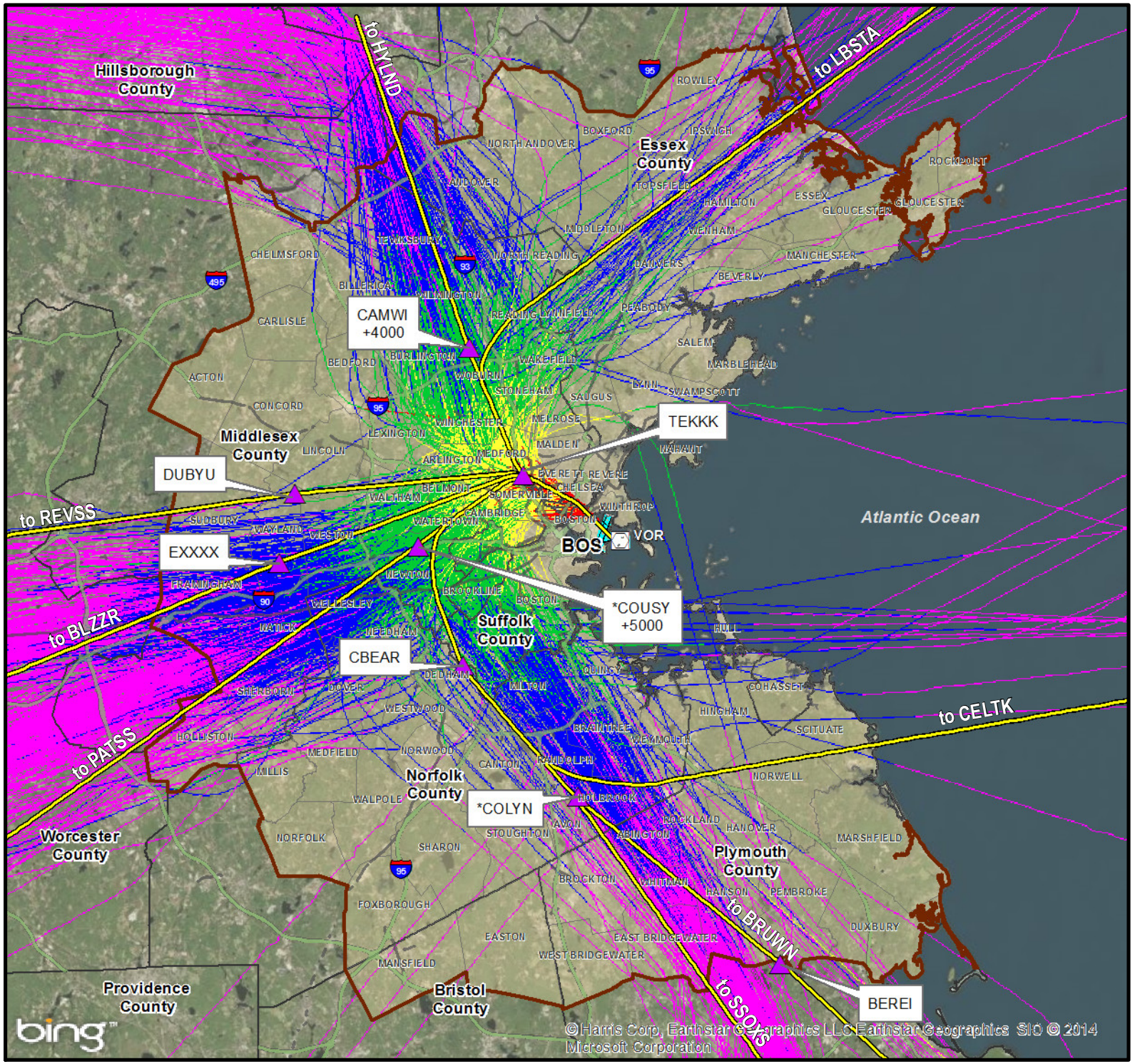

Figure 1
Runway 33L LOGAN SIX Jet Departures Compared with Proposed Action

(Final EA Figure 2-5, Revised 4/29/14)

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.

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

0 1 2 4 Nautical Miles

N

Source:
Radar Data: FAA PDARS (3/26/12, 3/30/12, 4/27/12, 4/30/12, 12/11/12, 12/12/12)
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

Boston Logan International Airport

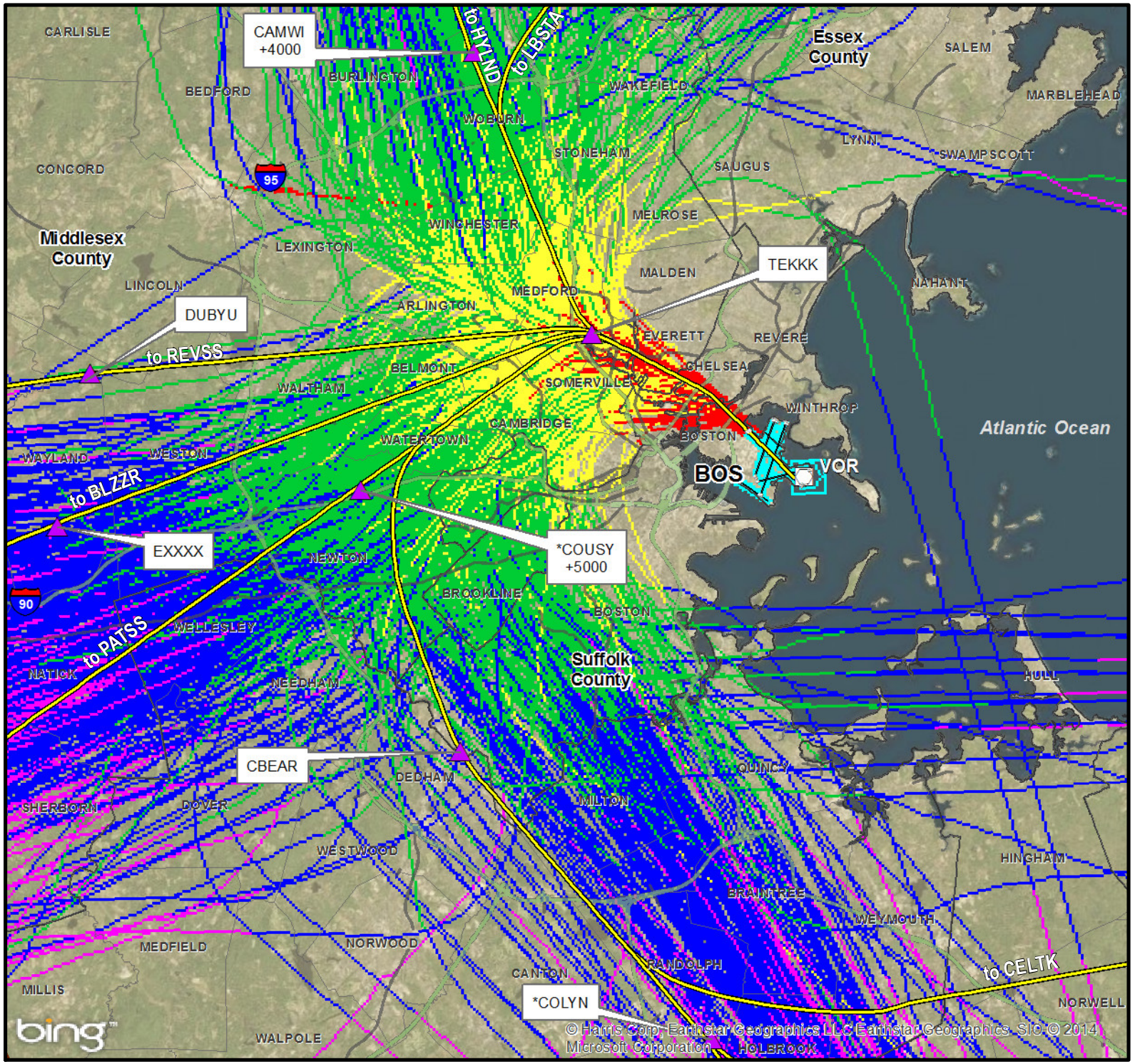

Figure 2
Runway 33L LOGAN SIX Jet Departures Compared with Proposed Action

(Final EA Figure 2-5, Revised 4/29/14)

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.

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

0 0.75 1.5 3 Nautical Miles

N

Source:
Radar Data: FAA PDARS (3/26/12, 3/30/12, 4/27/12, 4/30/12, 12/11/12, 12/12/12)
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

Boston Logan International Airport

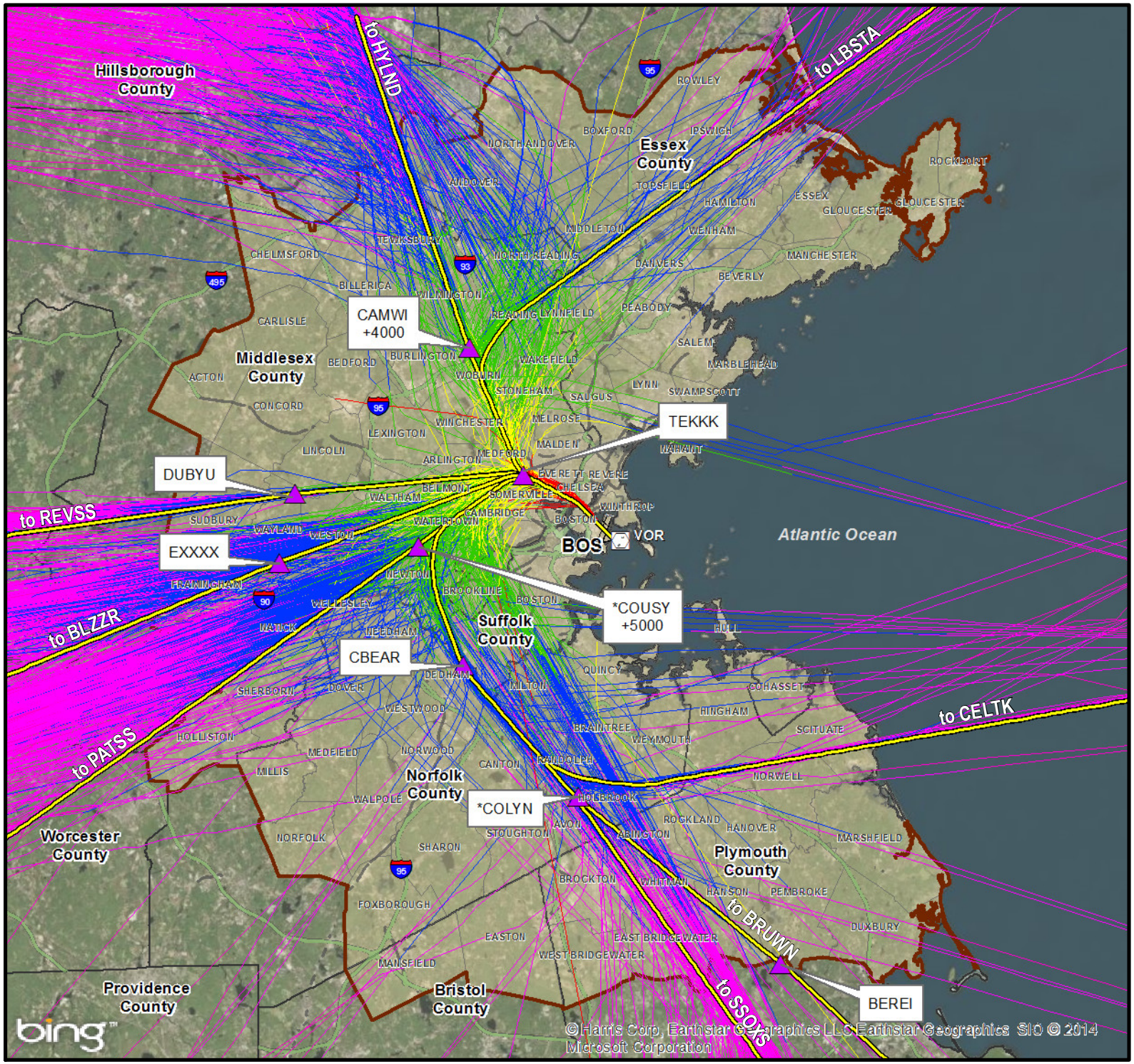

Figure 3
Runway 33L RNAV Flight Tracks with Altitudes

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

0 1 2 4 Nautical Miles

N

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, 12/6/13, 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