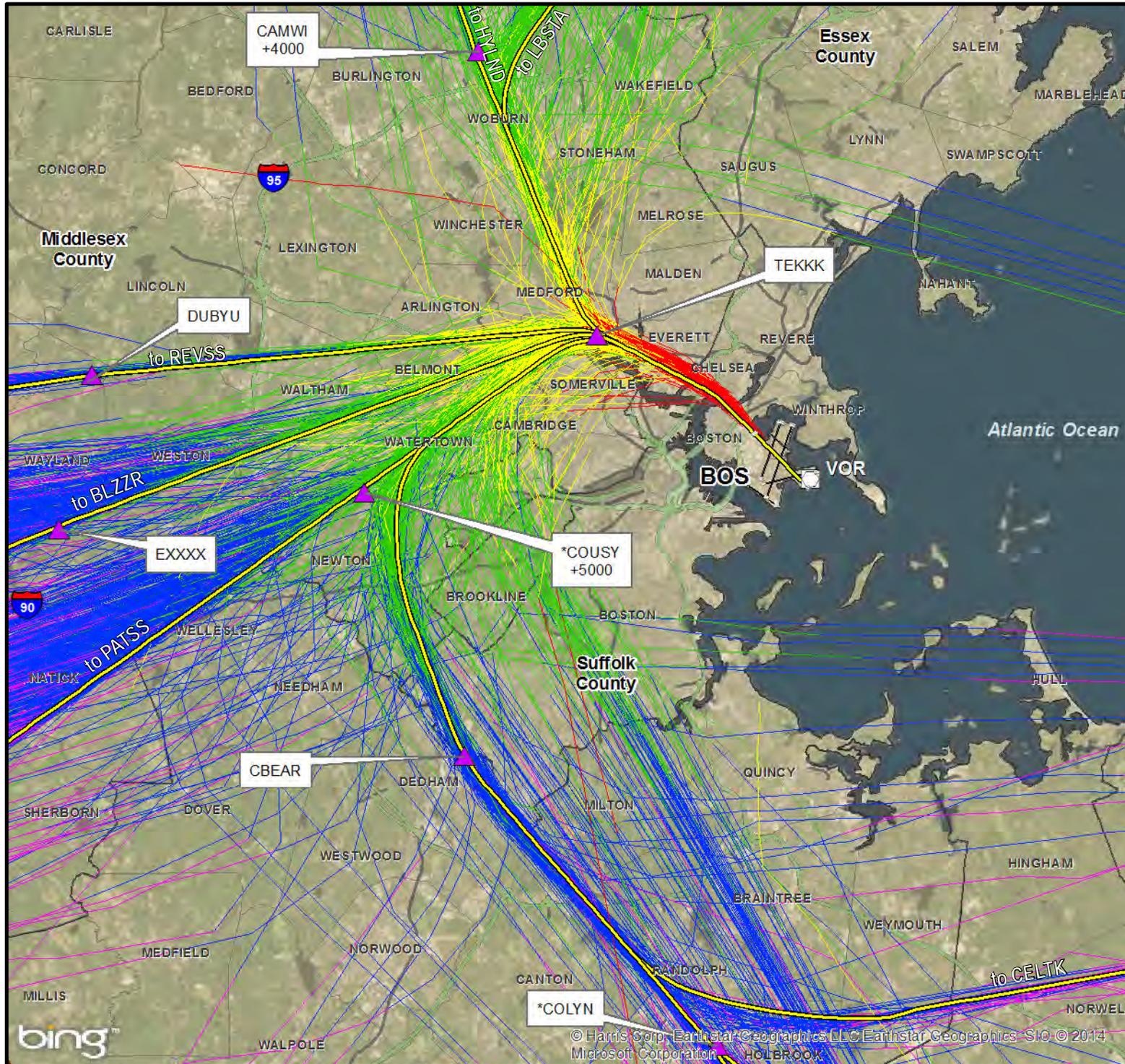


# Boston Logan International Airport



**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.

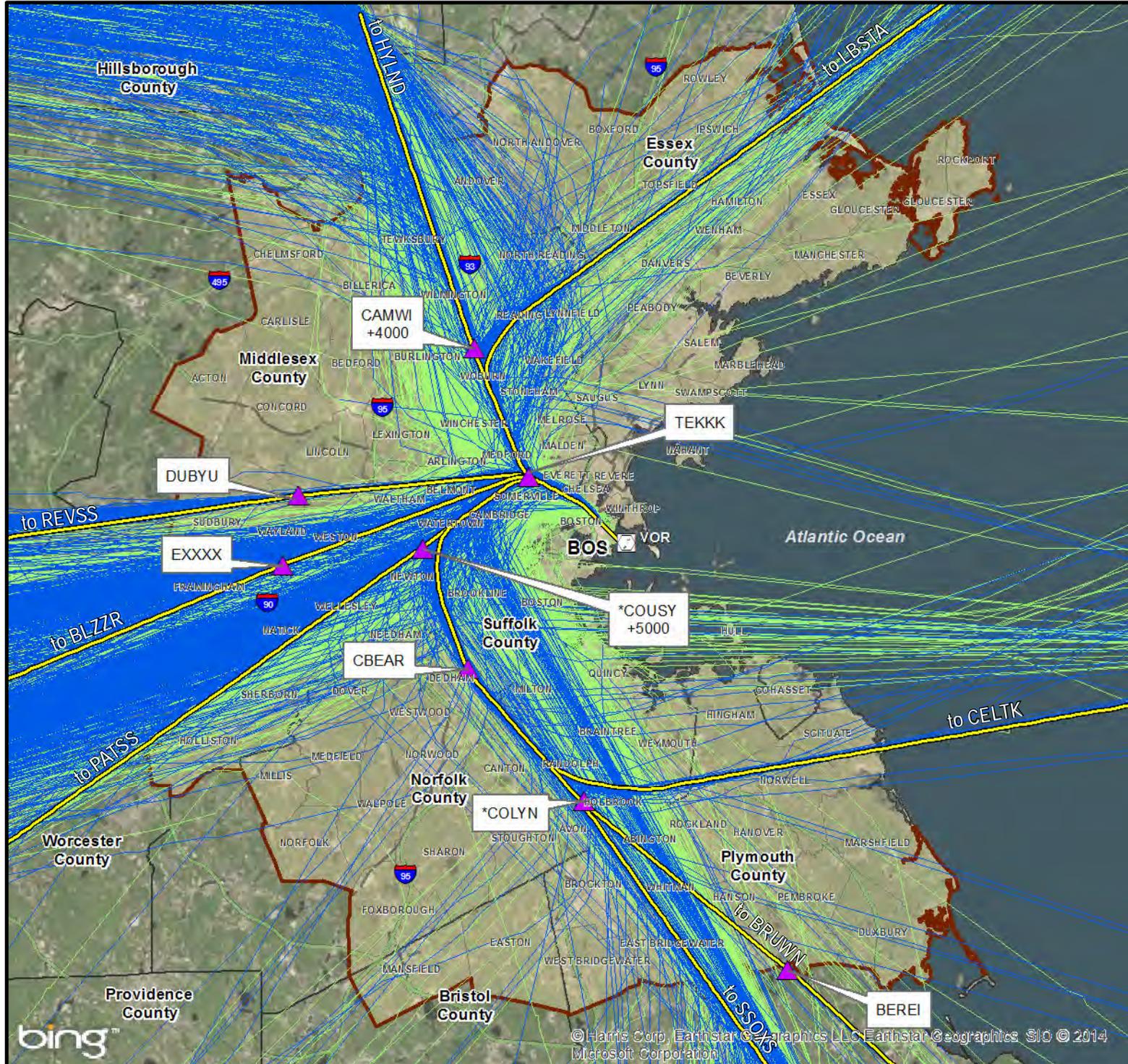


**Boston Logan International Airport Runway 33L RNAV SID One-Year Post Implementation Report**



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

# Boston Logan International Airport



**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

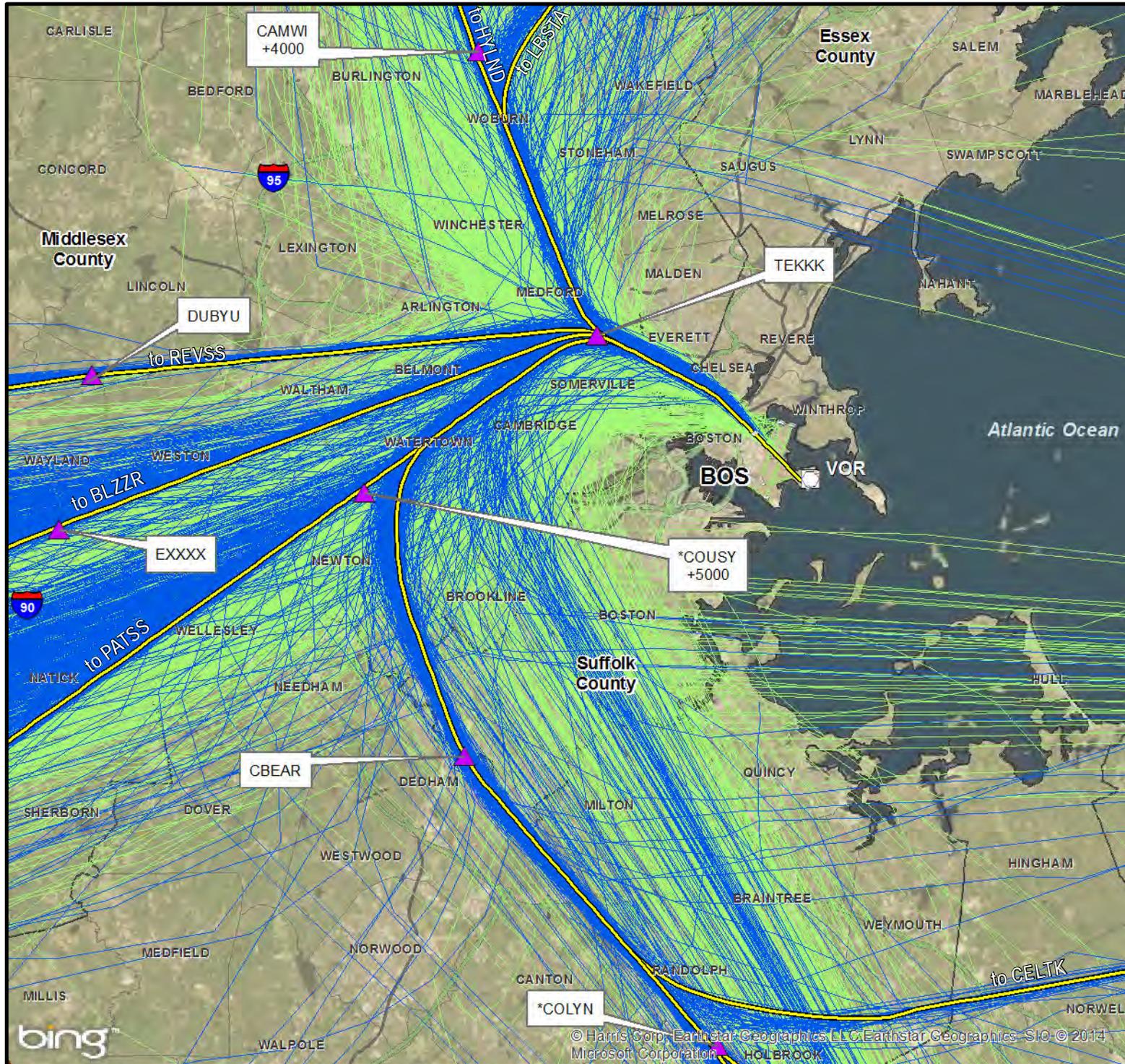
Note: Procedure applies to RNAV-capable Jet aircraft. Turboprop and non-RNAV capable aircraft use LOGAN SIX Conventional SID.



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

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, 4/8/14, 5/14/14)  
 Non RNAV: Two representative days per month between November 2012 and March 2013  
 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 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

Non RNAV: Two representative days per month between November 2012 and March 2013

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



