

Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: SID	Estimated Chart Date: 06/17/2021	APWS Task ID: 1EC0A1BB58EF41F6ACEA70CDB8889473	APWS Project ID: 1DE74B58F2DD465391139A7390CBC90B
Procedure: SID LOGAN THREE		Enroute: YES	Specialist: Cappabianco, Anthony		Agreement Number:
Airport ID: KBOS			Airport City: BOSTON		State: MA
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<p>Procedure Comments: CLEARS FDC NOTAM 0/3906 (REMOVE LOGAN SID)</p> <p>CONTACT JOHN BORDY 405-954-0980.</p>					



FIPC BASIC FORM									
PROCEDURE: SID LOGAN THREE			AIRPORT NAME: GENERAL EDWARD LAWRENCE		AIRPORT ID: KBOS	SPECIAL CONTROL NO: YP-04-125-21			
FAC ID: LOGAN3		CITY: BOSTON			ST: MA	ORIG CHART DATE: 08/12/2021			
DFL TYPE: PROC/T	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER: AC0721	PTS TASK ID:					
PREFLIGHT NOTES									
REVIEWER:					DATE:				
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT				
								YES	NO
					CPV COMPLETE?			X	
PROCEDURE RESULTS									
INSPECTION DATE: 05/21/2021	CREW #: VN484	N #: N75	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT				
FLIGHT INSPECTOR SIGNATURE: jeremy r virts @ 05/21/2021 15:15			PRINTED NAME: VIRTIS, JEREMY RYAN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
FLIGHT INSPECTOR REMARKS:									
IN-FLIGHT OBSTACLE REPORT									
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:				

D-ATIS 135.0
 CLNC DEL 121.65 257.8
 CPDLC
 GND CON 121.9 121.75
 BOSTON TOWER 128.8 257.8 (WEST)
 132.225 257.8 (EAST)
 BOSTON DEP CON 133.0

PROTOTYPE-NOT FOR NAVIGATION

TOP ALTITUDE:
 (JETS) 5000
 (PROPS) 3000

HANAA



CAMBRIDGE
 115.0 CAM
 Chan 97
 N42°59.66'-W73°20.64'
 L-32-34, H-11-12

KENNEBUNK
 117.1 ENE
 Chan 118
 N43°25.54'-W70°36.81'
 L-32, H-11-12

REVSS
 N42°20.73'
 W71°48.62'
 L-33-34
 H-10-11-12

HYLND
 N42°46.85'
 W71°16.52'
 L-33, H-11-12

LBSTA
 N42°48.00'
 W70°36.81'
 L-33
 H-11-12

BOSTON
 112.7 BOS
 Chan 74
 N42°21.45'-W70°59.37'
 L-33-34, H-11-12

CELTK
 N42°15.98'
 W70°06.21'
 L-33
 H-11-12

FRILL
 N42°13.79'
 W69°49.48'
 L-33
 H-11-12

MARCONI
 114.7 LFV
 Chan 94
 N42°01.03'
 W70°02.23'
 L-33, H-10-11-12

NANTUCKET
 116.2 ACK
 Chan 109
 N41°16.91'-W70°01.60'
 L-33, H-10-12

BRUWN
 N41°36.16'
 W70°13.76'
 L-33,
 H-10-11-12

MARTHAS VINEYARD
 114.5 MZY
 Chan 92
 N41°23.77'-W70°36.76'
 L-33, H-10-12

SSOXS
 N41°50.21'
 W70°44.77'
 L-33
 H-10-11-12

BURDY
 N41°57.32'
 W70°57.12'
 L-33,
 H-10-11-12

PATSS
 N42°05.34'
 W71°42.65'
 L-33-34, H-10-11-12

PROVIDENCE
 115.6 PVD
 Chan 103
 N41°43.46'-W71°25.78'
 L-33-34, H-10-11-12

SANDY POINT
 117.8 SEY
 Chan 125
 N41°10.05'-W71°34.57'
 L-33, H-10-12

NELIE
 N41°56.46'
 W72°41.31'
 L-33-34
 H-10-11-12

BARNES
 113.0 BAF
 Chan 77
 N42°09.72'-W72°42.97'
 L-33-34, H-10-11-12

CHESTER
 115.1 CTR
 Chan 98
 N42°17.48'
 W72°56.96'
 L-33-34, H-10-11-12

GLYDE
 N42°16.06'
 W71°48.71'
 L-33-34
 H-10-11-12

BOSOX
 N42°12.11'
 W71°37.66'
 L-33-34
 H-10-11-12

(NOTES ON FOLLOWING PAGES)
 (NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LOGAN THREE DEPARTURE

AL-58 (FAA)

BOSTON, MASSACHUSETTS



DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:

TAKEOFF RWYS 4L/4R: Climb on heading 035° to BOS 4 DME, then right turn heading 090°, thence

TAKEOFF RWY 9: Climb on heading 092°, thence

TAKEOFF RWY 14: Climb on heading 141° to BOS 1 DME, then left turn heading 120°, thence

TAKEOFF RWY 15R: Climb on heading 150° to BOS 1 DME, then left turn heading 120°, thence

TAKEOFF RWYS 22L/22R: Climbing left turn heading 140°, thence

TAKEOFF RWY 27: Climb on heading 272° to BOS 2.2 DME, then left turn heading 235°, thence

TAKEOFF RWY 33L: Climb on heading 330° to BOS 2 DME, then left turn heading 316°, thence

NON JET AIRCRAFT: Climb on assigned heading, thence

. . . . expect RADAR vectors to assigned route/navaid/fix. Jet aircraft maintain 5000 or lower assigned altitude. Non jet aircraft maintain 3000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF MINIMUMS:

Rwy 15L: NA-ATC.

Rwys 32, 33R: NA-Environmental.

Rwy 4R, 15R: Standard.

Rwy 4L: 300-1 or standard with minimum climb of 369' per NM to 300.

Rwy 9: 300-1¼ or standard with minimum climb of 266' per NM to 300.

Rwy 14: 300-1¼ or standard with minimum climb of 233' per NM to 1100.

Rwy 22L: 300-1 or standard if tower reports no tall vessels in the departure area.

Rwy 22R: 300-1¾ or standard with minimum climb of 320' per NM to 300.

Rwy 27: Standard with minimum climb of 487' per NM to 1000.

Rwy 33L: 300-1¾ or standard with minimum climb of 232' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

NOTE: RADAR required.

NOTE: DME required for jet aircraft departing Rwys 4L/R, 14, 15R, 27, 33L.

NOTE: Non RNAV equipped aircraft can expect vectors on assigned route.

NOTE: Jet aircraft departure headings/vectors are predicated on avoiding noise sensitive areas.

Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities. Aircraft that are initially vectored over water can expect to cross the coastline above 6000 MSL before proceeding on course.

NOTE: BLZZR DEPARTURES expect vectors on BOS R-273, DME required.

NOTE: BRUWN DEPARTURES expect vectors on BOS R-159, DME required.

NOTE: CELTK DEPARTURES expect vectors on BOS R-114.

NOTE: HYLND DEPARTURES expect vectors on BOS R-350, DME required.

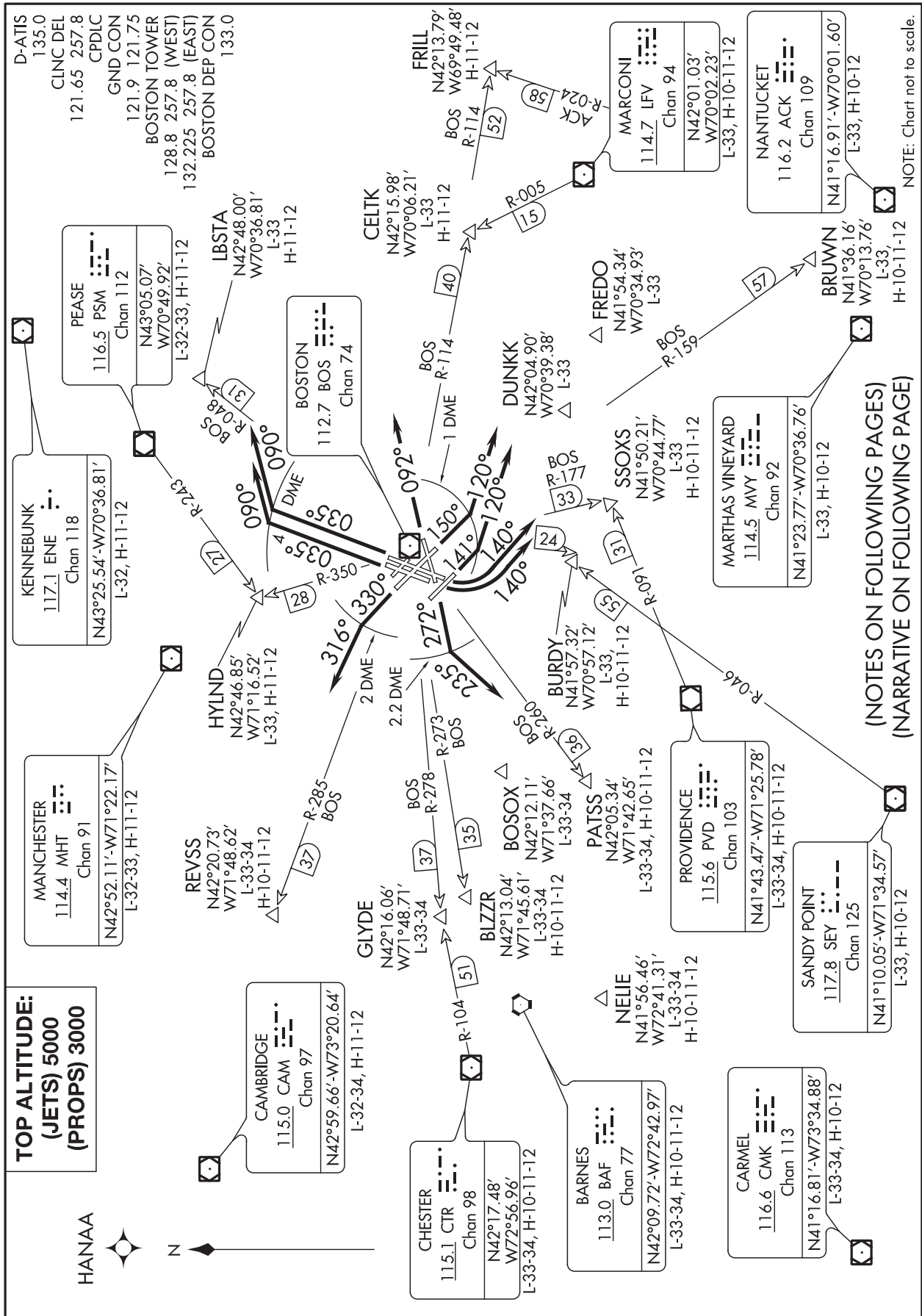
NOTE: PATSS DEPARTURES expect vectors on BOS R-260, DME required.

NOTE: REVSS DEPARTURES expect vectors on BOS R-285, DME required.

NOTE: SSOXS DEPARTURES expect vectors on BOS R-177, DME required.

PROTOTYPE-NOT FOR NAVIGATION

NE-1, 03 DEC 2020 to 31 DEC 2020



NE-1, 03 DEC 2020 to 31 DEC 2020



DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:

TAKEOFF RWYS 4L/4R: Climb heading 035° to BOS 4 DME, then turn right heading 090°, thence

TAKEOFF RWY 9: Climb heading 092°, thence

TAKEOFF RWY 14: Climb heading 141° to BOS 1 DME, then turn left heading 120°, thence

TAKEOFF RWY 15R: Climb heading 150° to BOS 1 DME, then turn left heading 120°, thence

TAKEOFF RWYS 22L/22R: Climbing left turn heading 140°, thence

TAKEOFF RWY 27: Climb heading 272° to BOS 2.2 DME, then left turn heading 235°, thence

TAKEOFF RWY 33L: Climb heading 330° to BOS 2 DME, then left turn heading 316°, thence

NON JET AIRCRAFT: Climb on assigned heading, thence

. . . .expect RADAR vectors to assigned route/navaid/fix. Jet aircraft maintain 5000 or lower assigned altitude. Non jet aircraft maintain 3000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF MINIMUMS:

Rwy 15L: NA-ATC.

Rwys 32: 33R: NA-Environmental.

Rwy 4R,15R: Standard.

Rwy 4L: 300-1 or standard with minimum climb of 358' per NM to 300.

Rwy 9: 300-1¼ or standard with minimum climb of 272' per NM to 300.

Rwy 14: 300-1¼ or standard with minimum climb of 225' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.

Rwy 22L: 300-1 or standard if tower reports no tall vessels in the departure area.

Rwy 22R: 400-1¾ or standard with minimum climb of 320' per NM to 500.

Rwy 27: Standard with minimum climb of 477' per NM to 1300.

Rwy 33L: 300-1¾ or standard with minimum climb of 224' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: RADAR required.

NOTE: DME required for jet aircraft departing Rwys 4L/R, 14, 15R, 27, 33L.

NOTE: Non RNAV equipped aircraft can expect vectors on assigned route.

NOTE: Jet aircraft departure headings/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities. Aircraft that are initially vectored over water can expect to cross the coastline above 6000 MSL before proceeding on course.

NOTE: BLZZR DEPARTURES expect vectors on BOS R-273, DME required.

NOTE: BRUWN DEPARTURES expect vectors on BOS R-159, DME required.

NOTE: CELTK DEPARTURES expect vectors on BOS R-114.

NOTE: HYLND DEPARTURES expect vectors on BOS R-350.

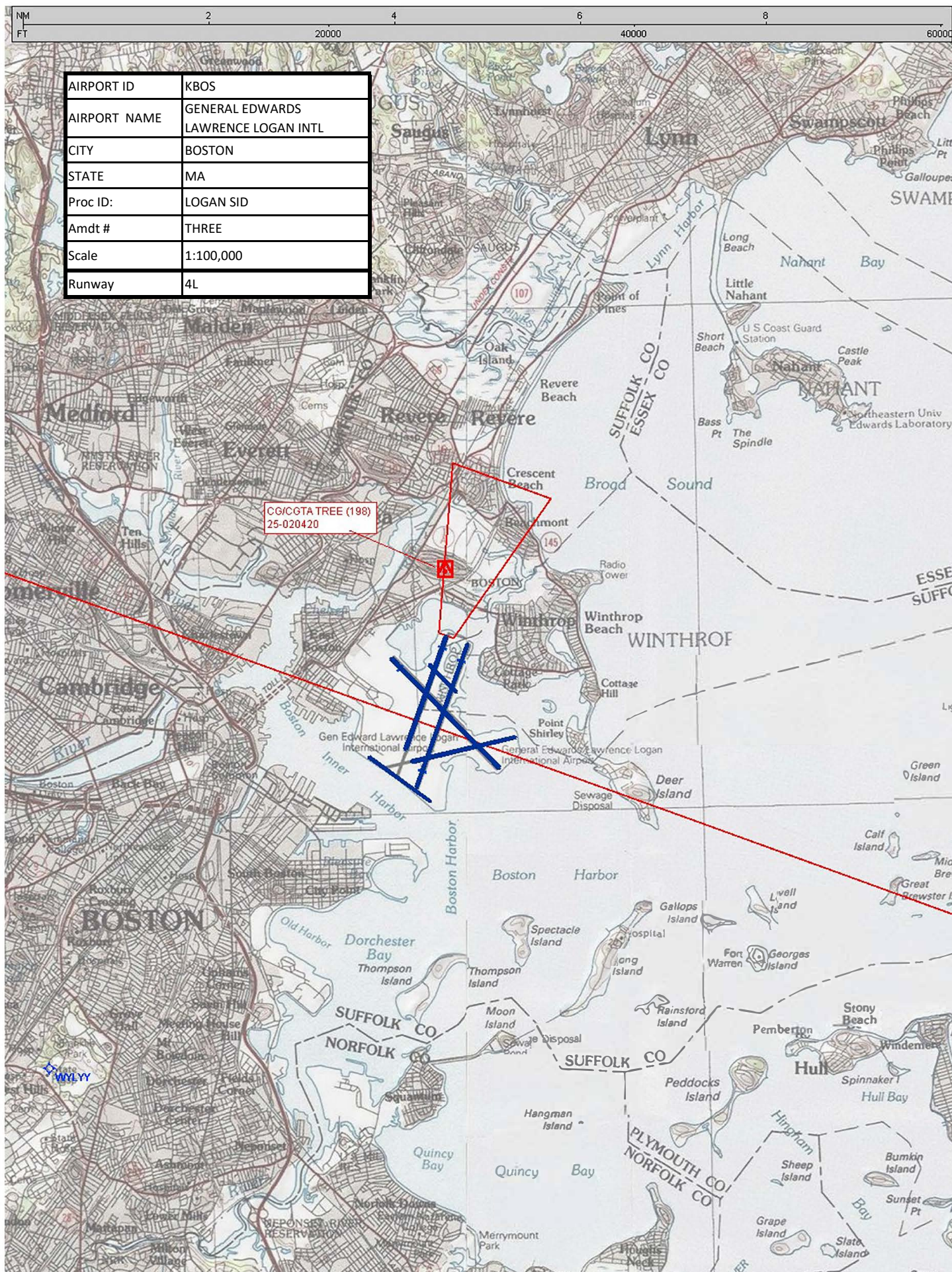
NOTE: PATSS DEPARTURES expect vectors on BOS R-260, DME required.

NOTE: REVSS DEPARTURES expect vectors on BOS R-285, DME required.

NOTE: SSOXS DEPARTURES expect vectors on BOS R-177, DME required.

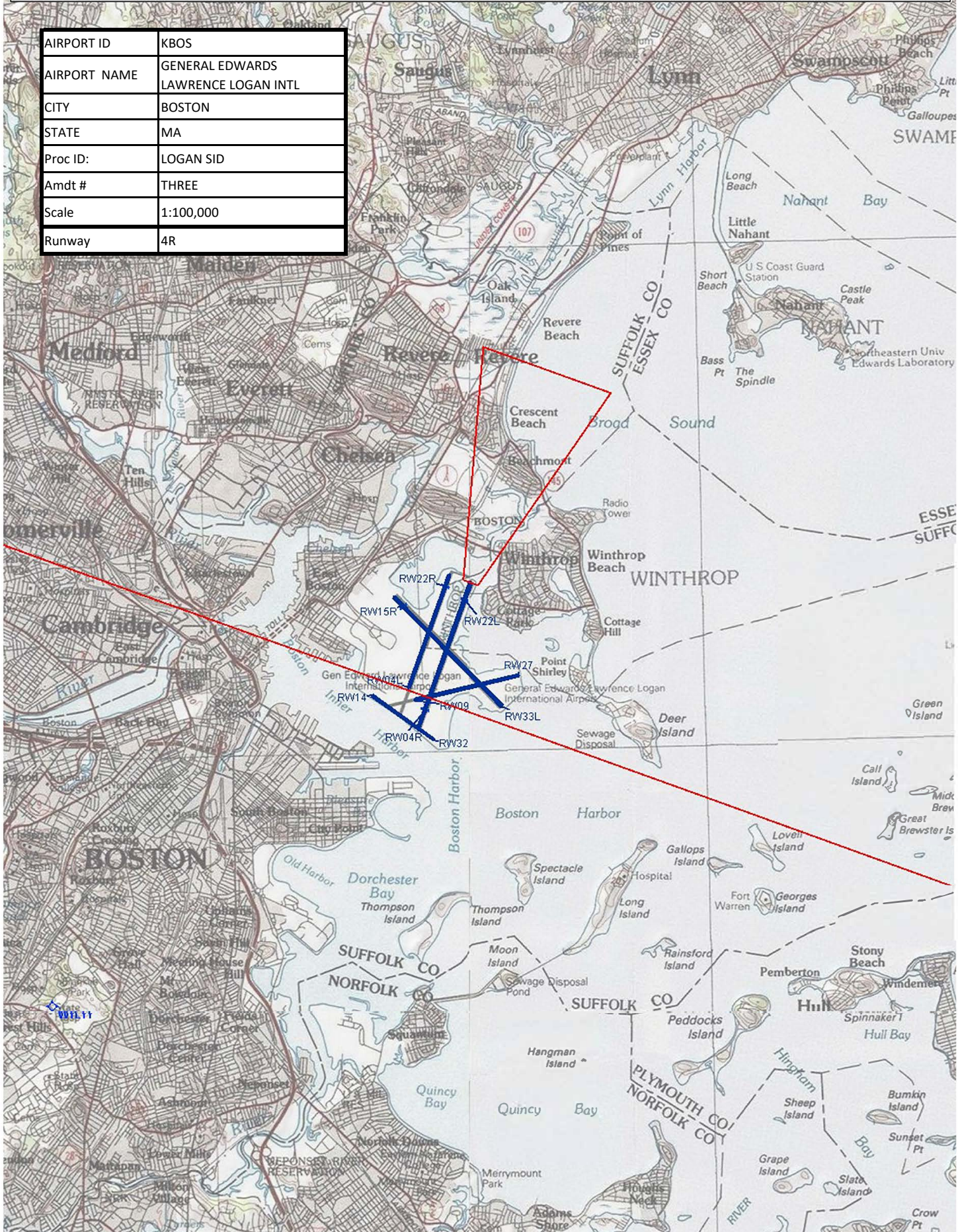
NE-1, 03 DEC 2020 to 31 DEC 2020

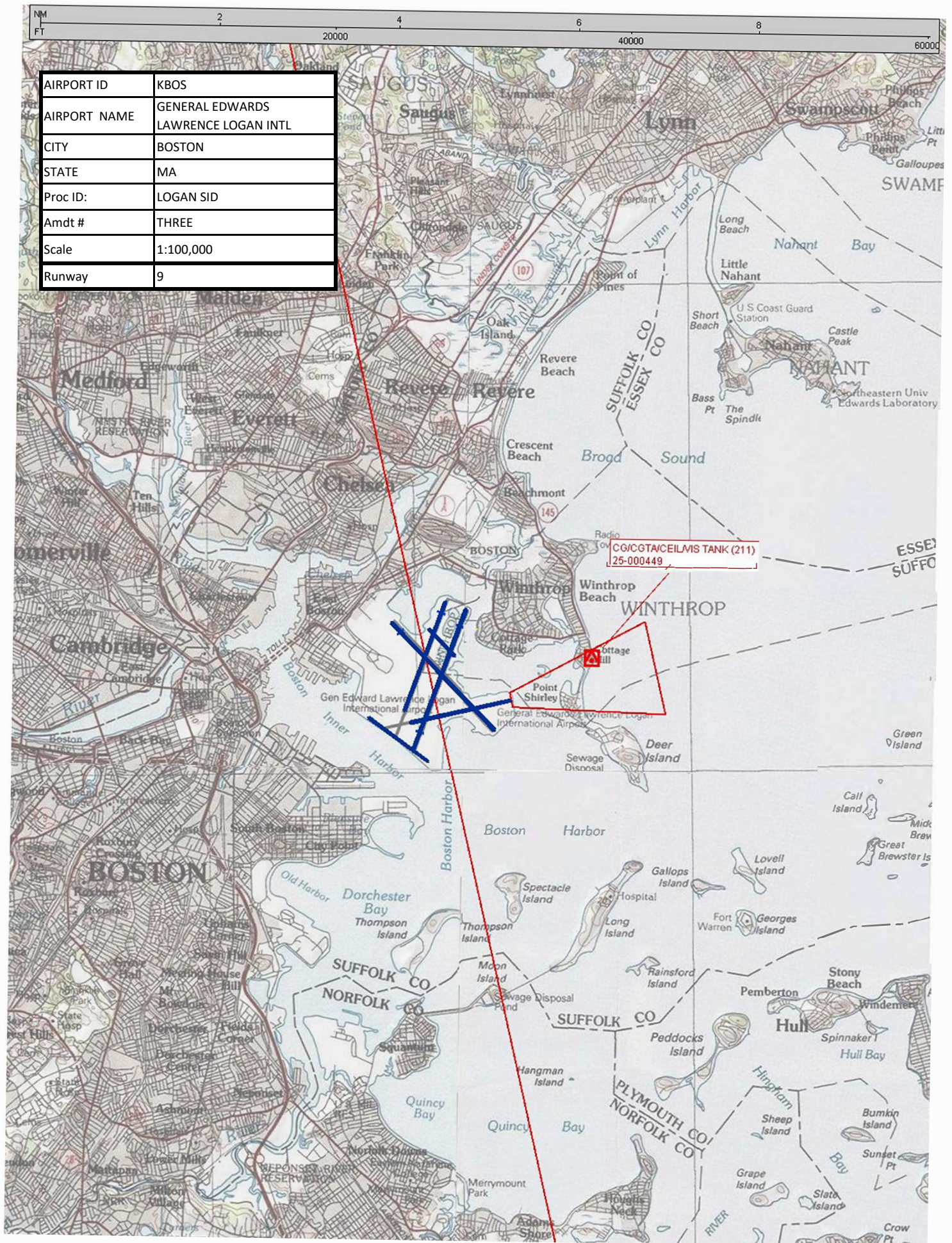
NE-1, 03 DEC 2020 to 31 DEC 2020





AIRPORT ID	KBOS
AIRPORT NAME	GENERAL EDWARDS LAWRENCE LOGAN INTL
CITY	BOSTON
STATE	MA
Proc ID:	LOGAN SID
Amdt #	THREE
Scale	1:100,000
Runway	4R





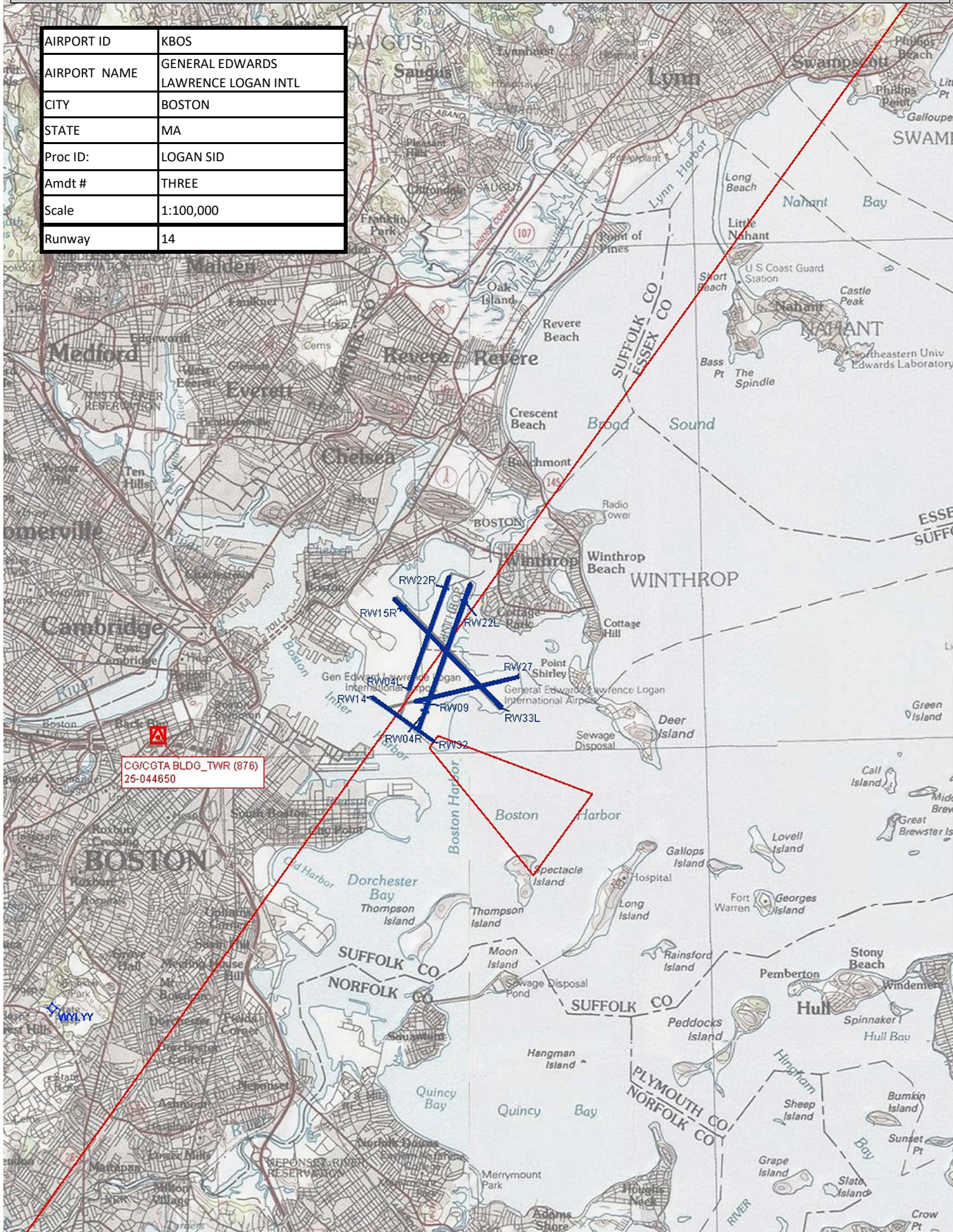


AIRPORT ID	KBOS
AIRPORT NAME	GENERAL EDWARDS LAWRENCE LOGAN INTL
CITY	BOSTON
STATE	MA
Proc ID:	LOGAN SID
Amdt #	THREE
Scale	1:500,000
Runway	9





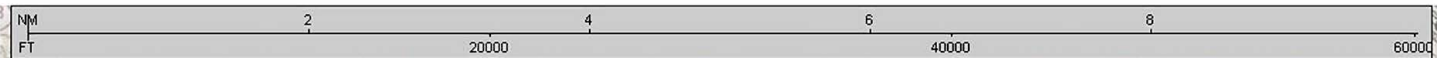
AIRPORT ID	KBOS
AIRPORT NAME	GENERAL EDWARDS LAWRENCE LOGAN INTL
CITY	BOSTON
STATE	MA
Proc ID:	LOGAN SID
Amdt #	THREE
Scale	1:100,000
Runway	14



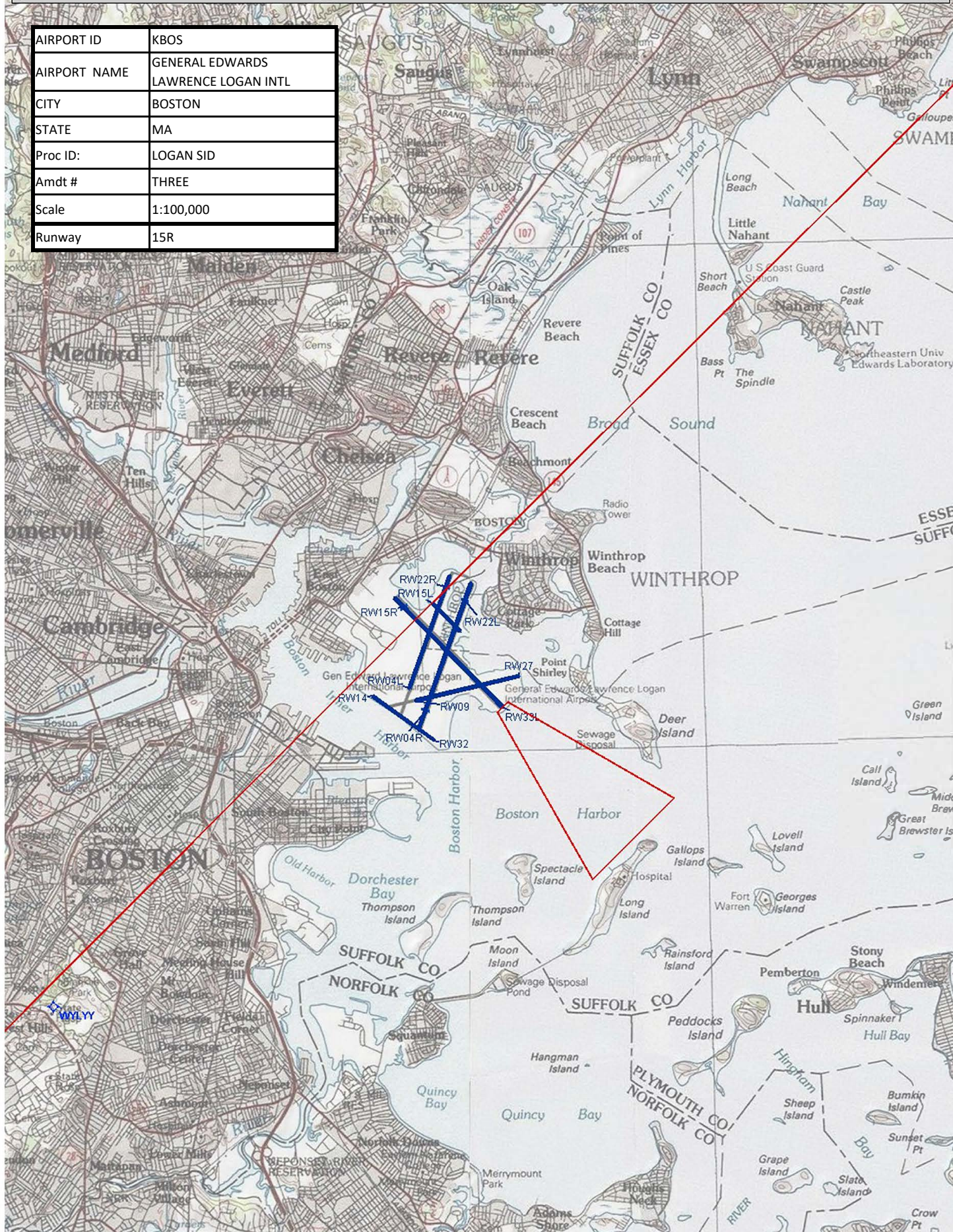


AIRPORT ID	KBOS
AIRPORT NAME	GENERAL EDWARDS LAWRENCE LOGAN INTL
CITY	BOSTON
STATE	MA
Proc ID:	LOGAN SID
Amdt #	THREE
Scale	1:500,000
Runway	14

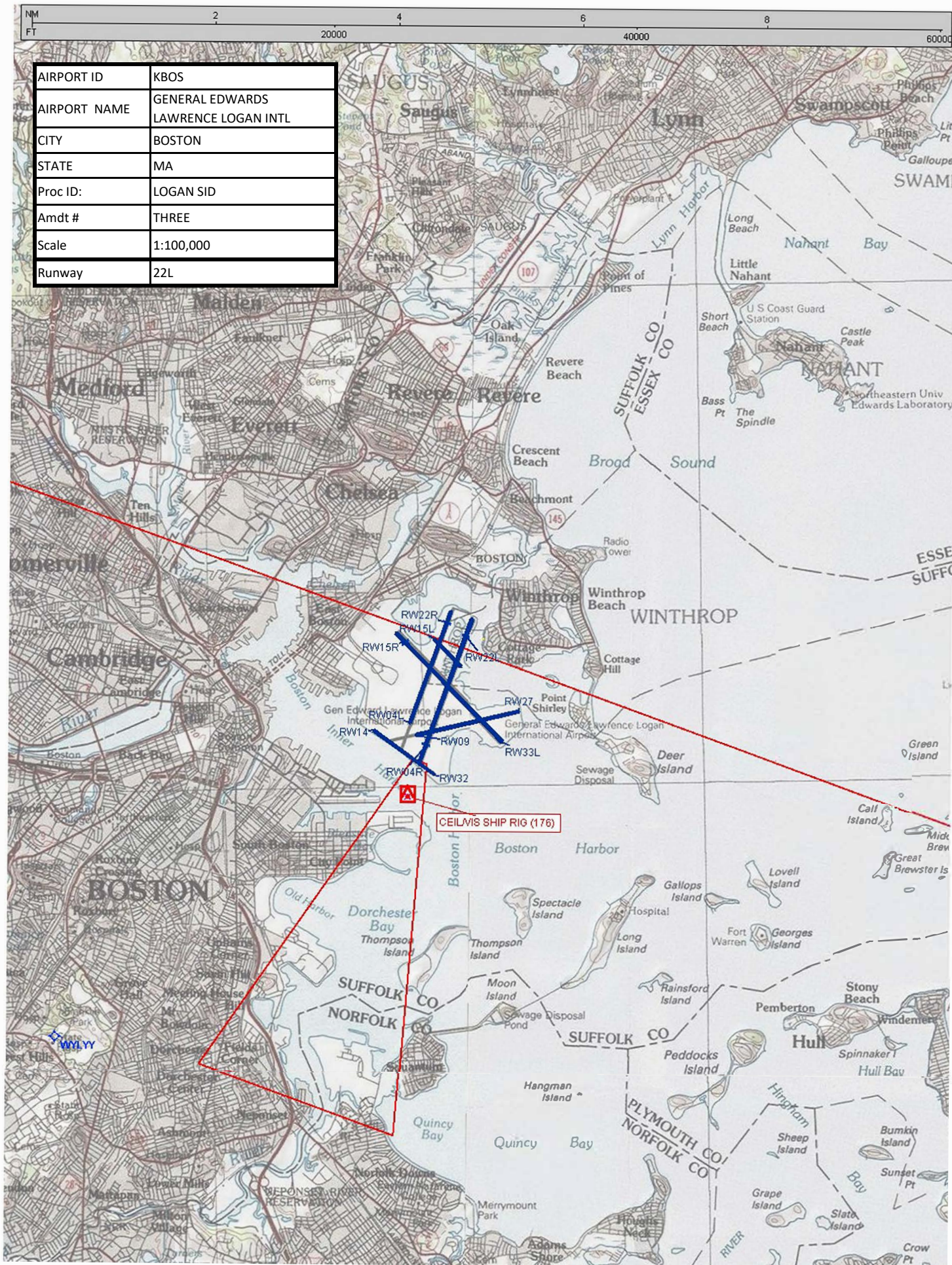




AIRPORT ID	KBOS
AIRPORT NAME	GENERAL EDWARDS LAWRENCE LOGAN INTL
CITY	BOSTON
STATE	MA
Proc ID:	LOGAN SID
Amdt #	THREE
Scale	1:100,000
Runway	15R



AIRPORT ID	KBOS
AIRPORT NAME	GENERAL EDWARDS LAWRENCE LOGAN INTL
CITY	BOSTON
STATE	MA
Proc ID:	LOGAN SID
Amdt #	THREE
Scale	1:500,000
Runway	15R

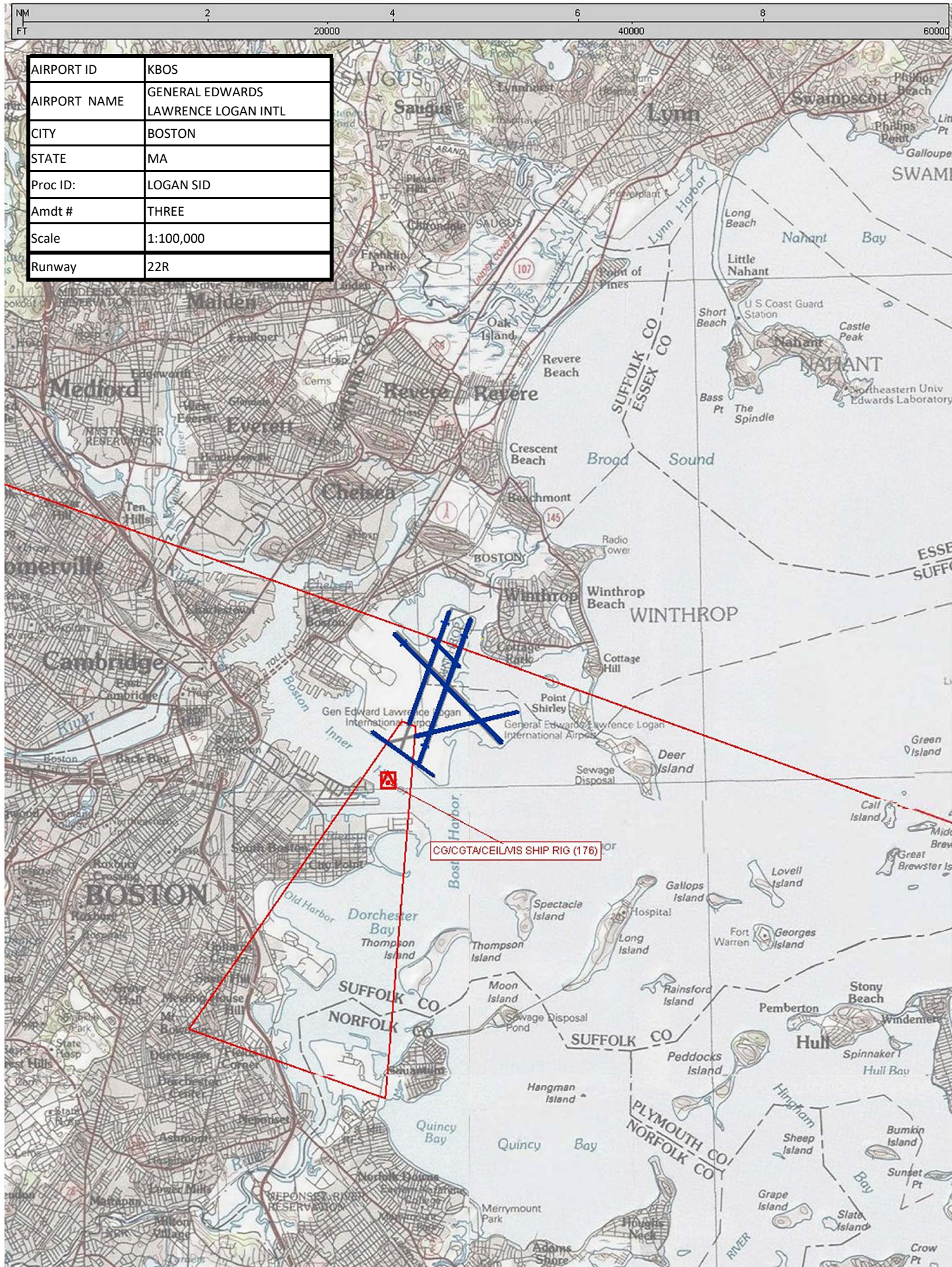




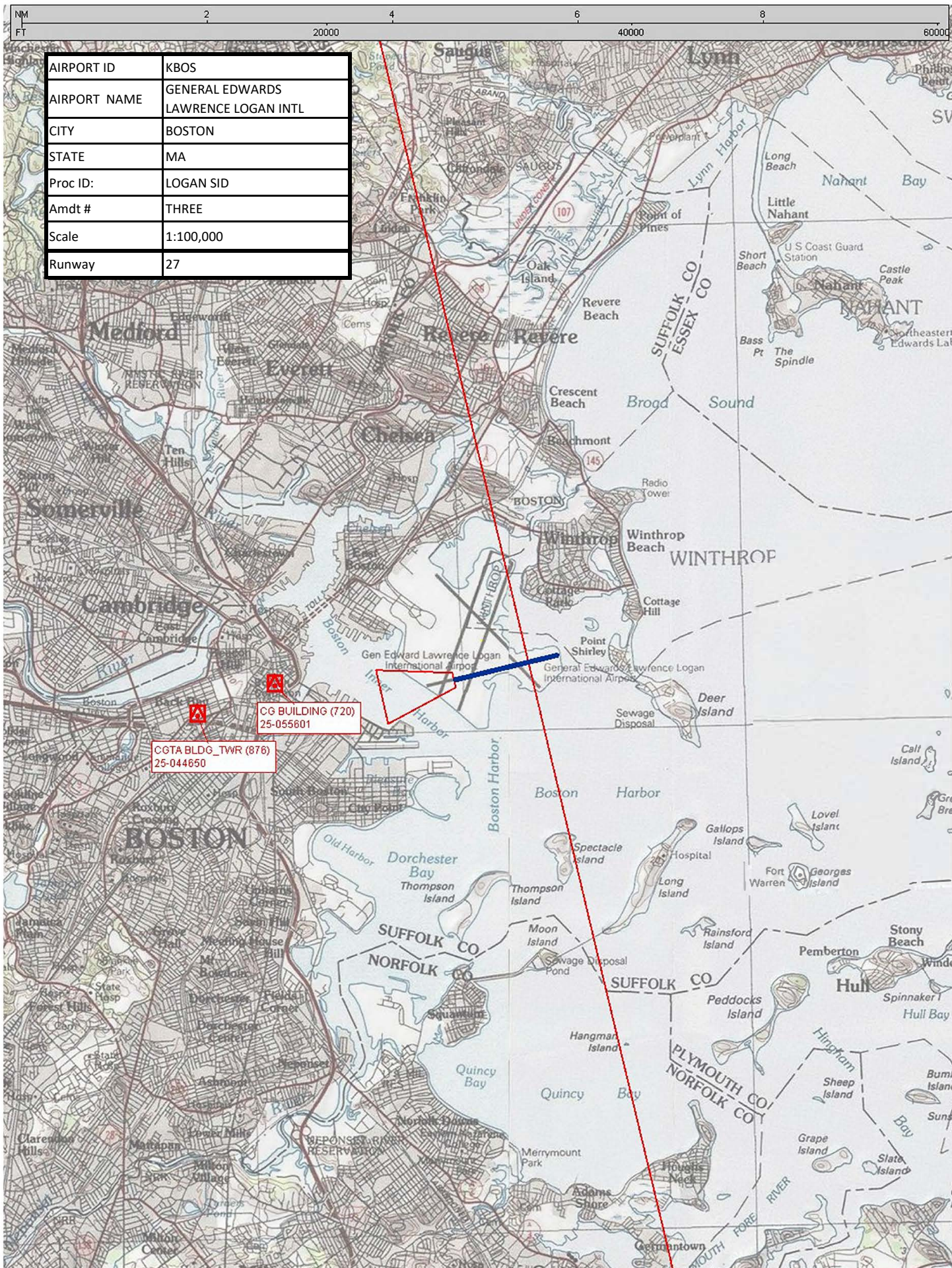
AIRPORT ID	KBOS
AIRPORT NAME	GENERAL EDWARDS LAWRENCE LOGAN INTL
CITY	BOSTON
STATE	MA
Proc ID:	LOGAN SID
Amdt #	THREE
Scale	1:500,000
Runway	22L



AIRPORT ID	KBOS
AIRPORT NAME	GENERAL EDWARDS LAWRENCE LOGAN INTL
CITY	BOSTON
STATE	MA
Proc ID:	LOGAN SID
Amdt #	THREE
Scale	1:100,000
Runway	22R







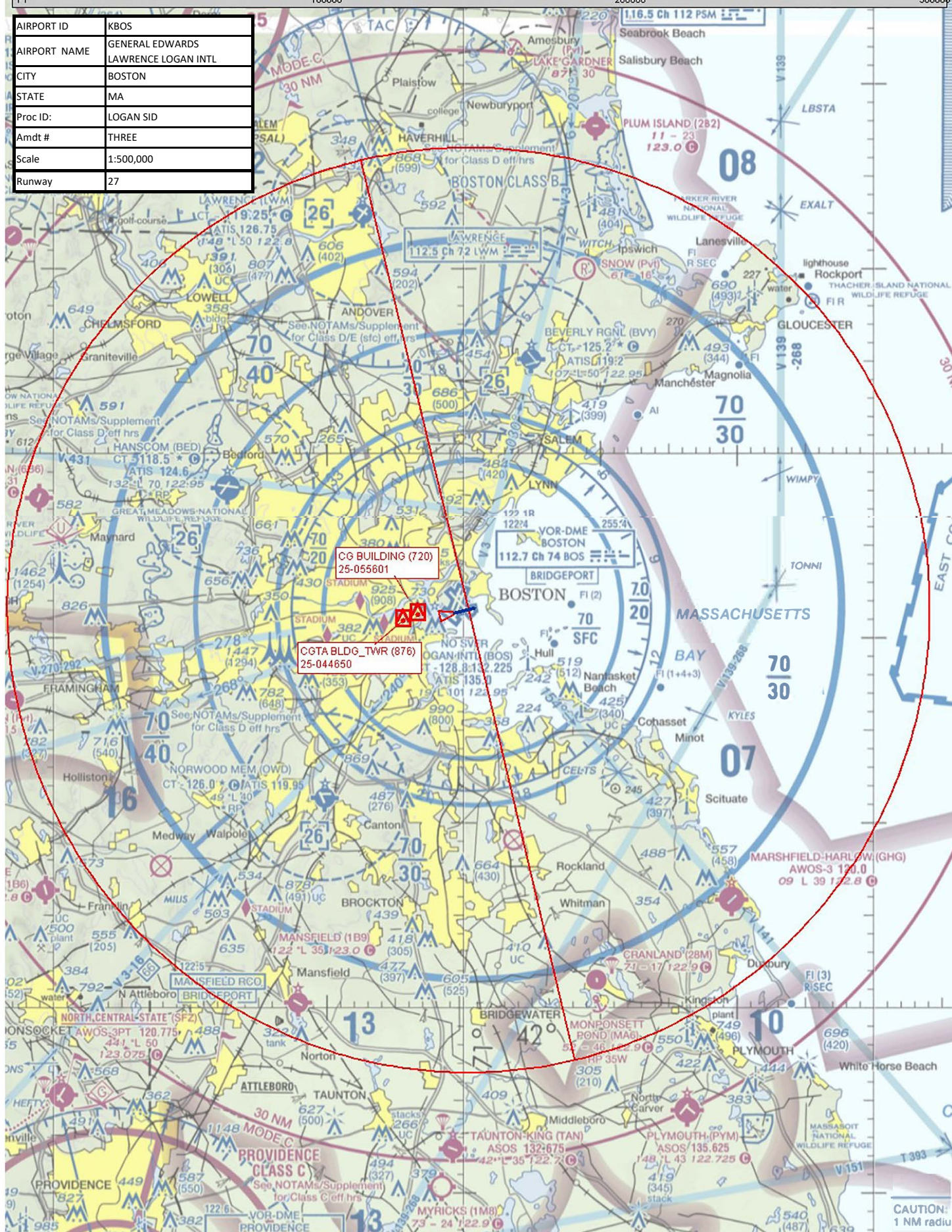
AIRPORT ID	KBOS
AIRPORT NAME	GENERAL EDWARDS LAWRENCE LOGAN INTL
CITY	BOSTON
STATE	MA
Proc ID:	LOGAN SID
Amdt #	THREE
Scale	1:100,000
Runway	27

CG BUILDING (720)
25-055801

CGTA BLDG_TWR (876)
25-044650

NM 10 20 30 40 200000 300000
FT 100000 200000 300000

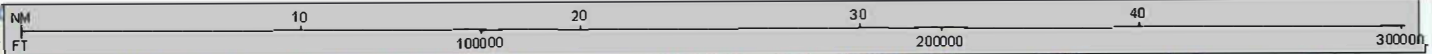
AIRPORT ID	KBOS
AIRPORT NAME	GENERAL EDWARDS LAWRENCE LOGAN INTL
CITY	BOSTON
STATE	MA
Proc ID:	LOGAN SID
Amdt #	THREE
Scale	1:500,000
Runway	27



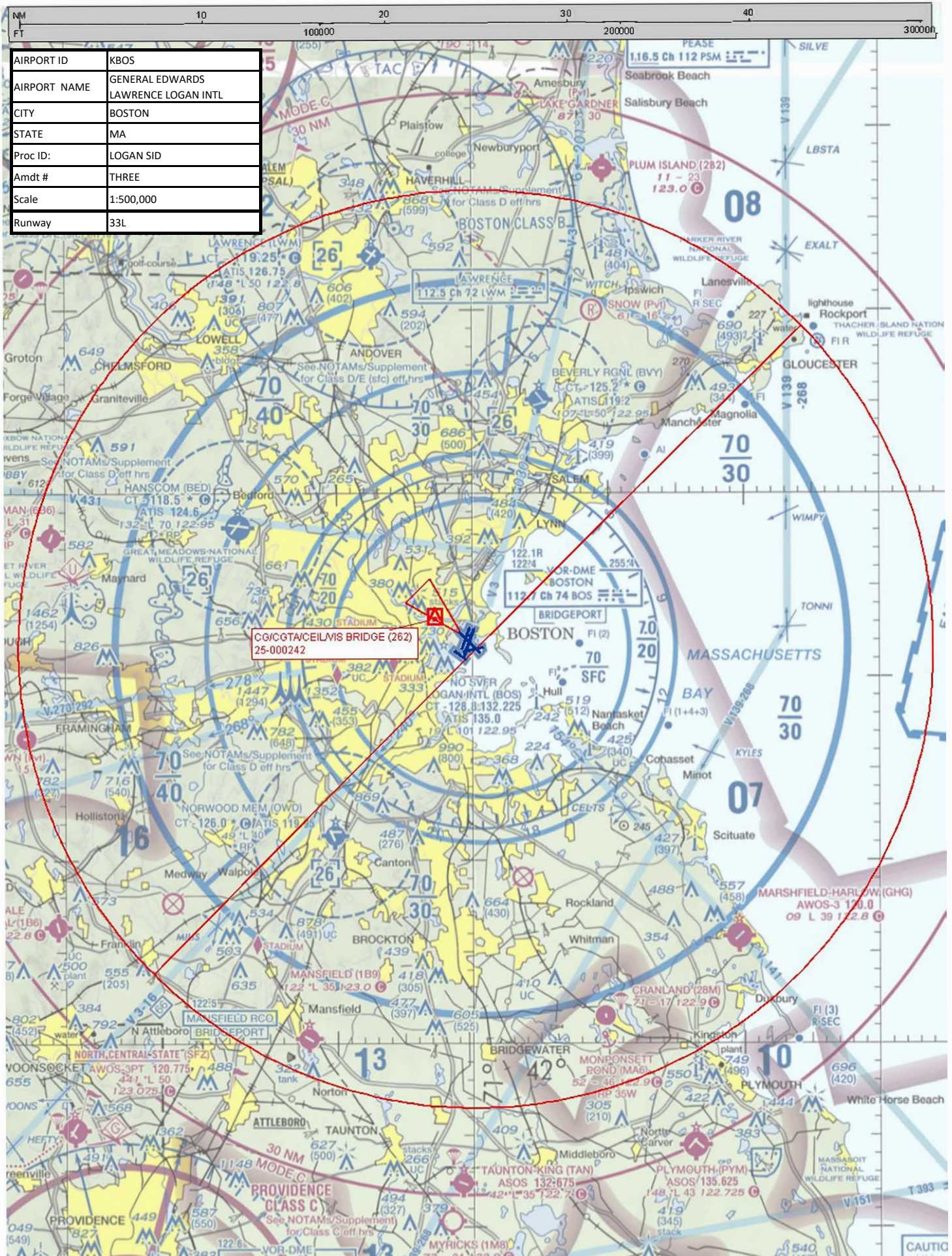
AIRPORT ID	KBOS
AIRPORT NAME	GENERAL EDWARDS LAWRENCE LOGAN INTL
CITY	BOSTON
STATE	MA
Proc ID:	LOGAN SID
Amdt #	THREE
Scale	1:100,000
Runway	33L

CGICGTACEILVIS BRIDGE (262)
25-000242

CG/CGTA/CEILVIS BRIDGE (262)
25-000242



AIRPORT ID	KBOS
AIRPORT NAME	GENERAL EDWARDS LAWRENCE LOGAN INTL
CITY	BOSTON
STATE	MA
Proc ID:	LOGAN SID
Amdt #	THREE
Scale	1:500,000
Runway	33L



Federal Aviation Administration Categorical Exclusion Declaration

Date: 12/09/19

IFP: Landry, Steven (Steven.L-CTR.Landry@faa.gov)

Airport Contact: -

Request ID: KBOS_191125

Single or Multiple Procedure: Multiple

Procedure Name(s): ILS or LOC RWY 33L ILS or LOC RWY 33L (CAT II-III) ILS or LOC RWY 33L (SA CAT I)
LOGAN DP

Procedure Request Description:

ILS or LOC RWY 33L: (1) Add note: If BOS OTS, GPS required; (2) delete MHT VOR frequencies and radial; (3) delete COTEE depiction and information; (4) delete "INT" from missed approach instruction; and (5) delete alternate missed approach segment.

ILS or LOC RWY 33L (CAT II-III): (1) Add note: If BOS OTS, GPS required; (2) delete MHT VOR frequencies and radial; (3) delete COTEE depiction and information; (4) delete "INT" from missed approach instruction; and (5) delete alternate missed approach segment.

ILS or LOC RWY 33L (SA CAT I): (1) Add note: If BOS OTS, GPS required; (2) delete MHT VOR frequencies and radial; (3) delete COTEE depiction and information; (4) delete "INT" from missed approach instruction; and (5) delete alternate missed approach segment.

LOGAN DP: (1) Delete MHT, PSM, and CMK VORs and (2) delete PSM VOR R-243 radial and 27 NM mileage.

Procedure Benefit & Need:

CMK, PSM and MHT VORs are being discontinued under the VOR MON program.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By:

Veronda Johnson

Date: December 9, 2019

Title:

Environmental Protection Specialist

Approved By:

Charles J Gibson

Date: December 9, 2019

Title:

Manager, Environmental, CI & NAS Analytics