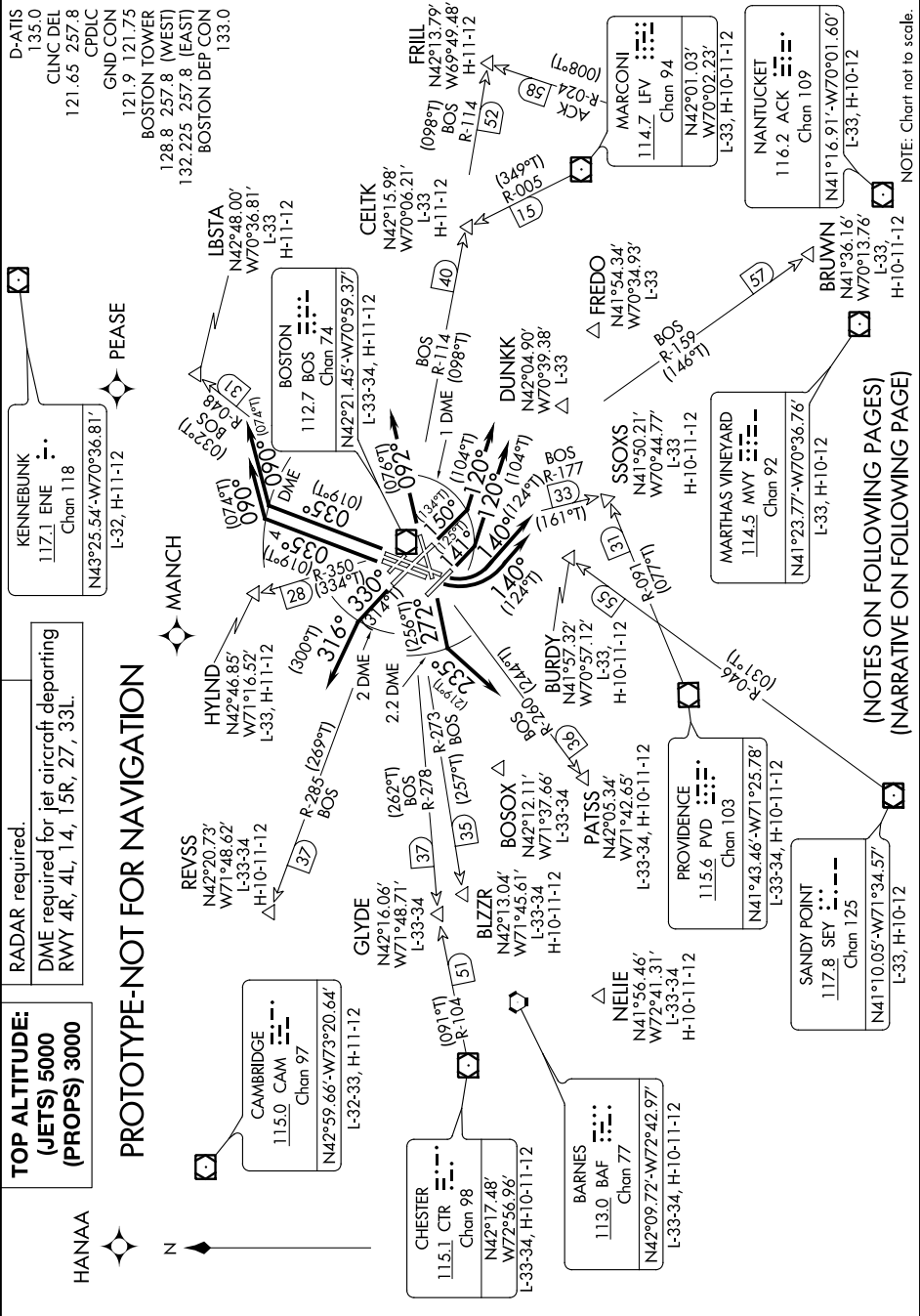


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 09/08/2022	APWS Task ID: 72B578CF794D4ACEAE542A745365E149	APWS Project ID: E462F3A0A8124B52A1A02D82E6170251
Procedure: LOGAN FOUR SID		Enroute: YES	Specialist: Hilley, Micah		Agreement Number:
Airport ID: KBOS		Airport City: BOSTON		State: MA	
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: UTILIZED ACTIVE AIRPORT DATA FOR KBOS.</p> <p>ADDED FIXES: MANCH AND PEASE TO PROCEDURE.</p> <p>CONTACT DONALD LANIER AJV-A430 405-954-8242.</p>					

QUALITY
22
CHECKED

4.11.2022
BD

QUALITY
41
CHECKED



LOGAN FOUR DEPARTURE

AL-58 (FAA)

BOSTON, MASSACHUSETTS



DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:

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

TAKEOFF RUNWAY 9: Climb on heading 092°, thence....

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

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

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

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

TAKEOFF RUNWAY 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 500.

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

Rwy 14: 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: 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

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

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

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

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

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

GLYDE
N42°16.06'-W71°48.71'
L-33-34

BLZZR
N42°13.04'-W71°45.61'
L-33-34
H-10-11-12

BOSOX
N42°12.11'-W71°37.66'
L-33-34
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

NELIE
N41°56.46'-W72°41.31'
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

TOP ALTITUDE:
(JETS) 5000
(PROPS) 3000

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

CHESTER
115.1 CTR
Chan 98
N42°17.48'-W72°56.96'
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

FREDO
N41°54.34'-W70°34.93'
L-33

DUNKK
N42°04.90'-W70°39.38'
L-33

SSOX
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

NOTE: Chart not to scale.

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

▼

DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:
TAKEOFF RUNWAYS 4L/4R: Climb on heading 035° to BOS 4 DME, then right turn heading 090°, thence....
TAKEOFF RUNWAY 9: Climb on heading 092°, thence....
TAKEOFF RUNWAY 14: Climb on heading 141° to BOS 1 DME, then left turn heading 120°, thence....
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TAKEOFF RUNWAY 27: Climb on heading 272° to BOS 2.2 DME, then left turn heading 235°, thence....
TAKEOFF RUNWAY 33L: Climb on heading 330° to BOS 2 DME, then left turn heading 316°, thence....

NON JET AIRCRAFT: Climb on assigned heading, thence....

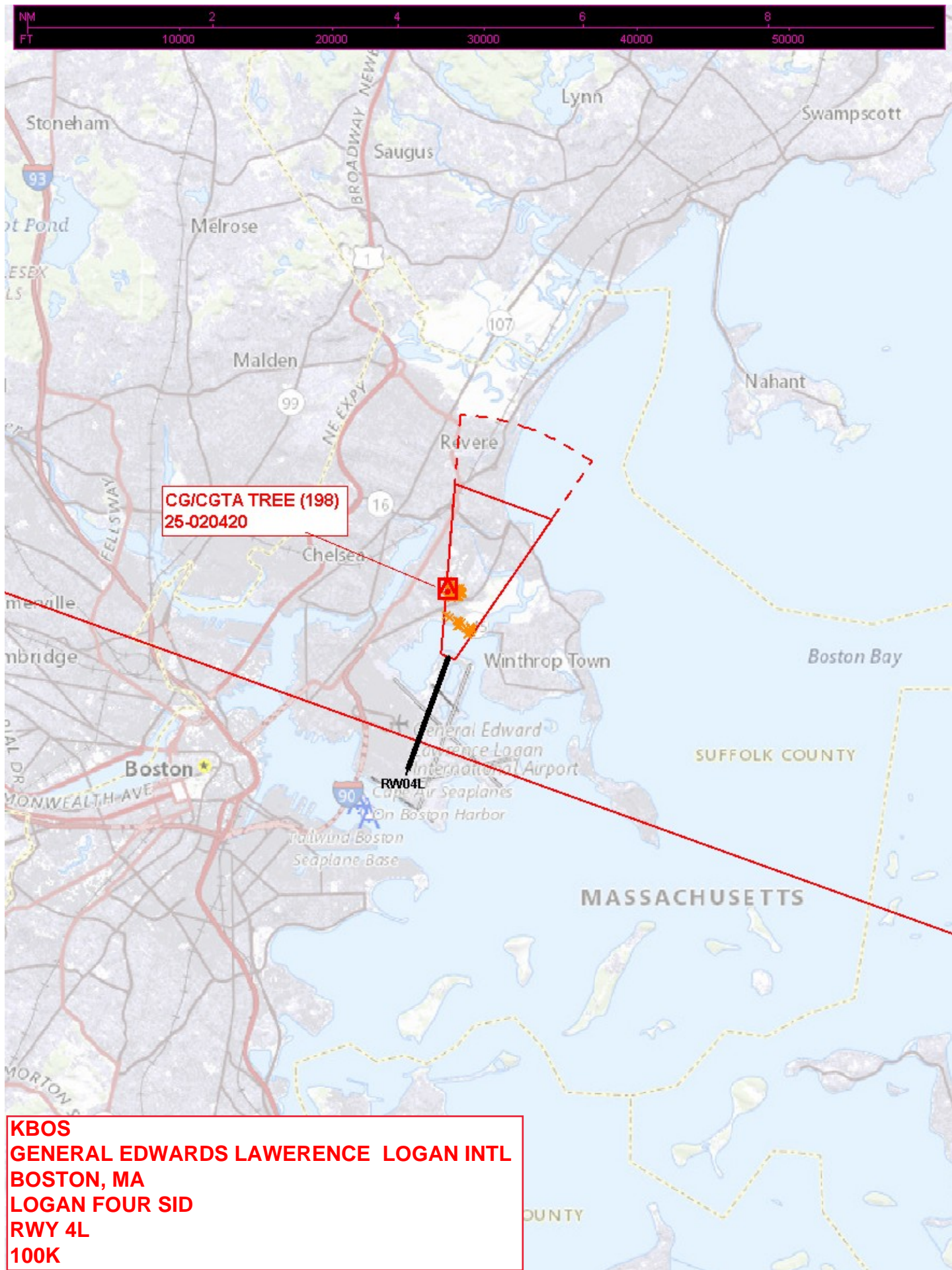
....expect RADAR vectors to assigned route/navaid/fix. Jet aircraft maintain 5000 or lower assigned altitude. Non jet aircraft maintain 3000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

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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.

NE-1, 24 MAR 2022 to 21 APR 2022

NE-1, 24 MAR 2022 to 21 APR 2022



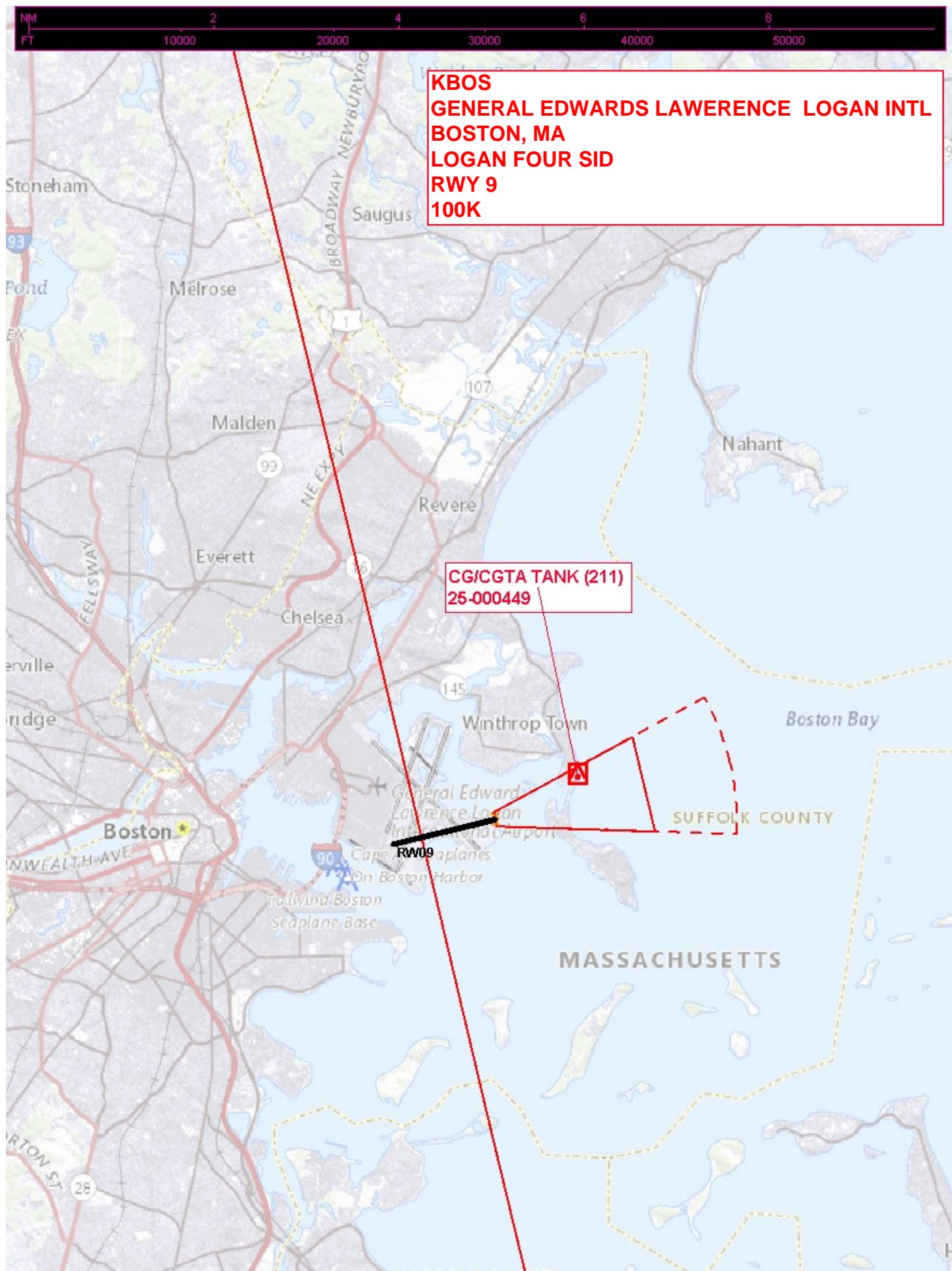
KBOS
GENERAL EDWARDS LAWRENCE LOGAN INTL
BOSTON, MA
LOGAN FOUR SID
RWY 4R
500K

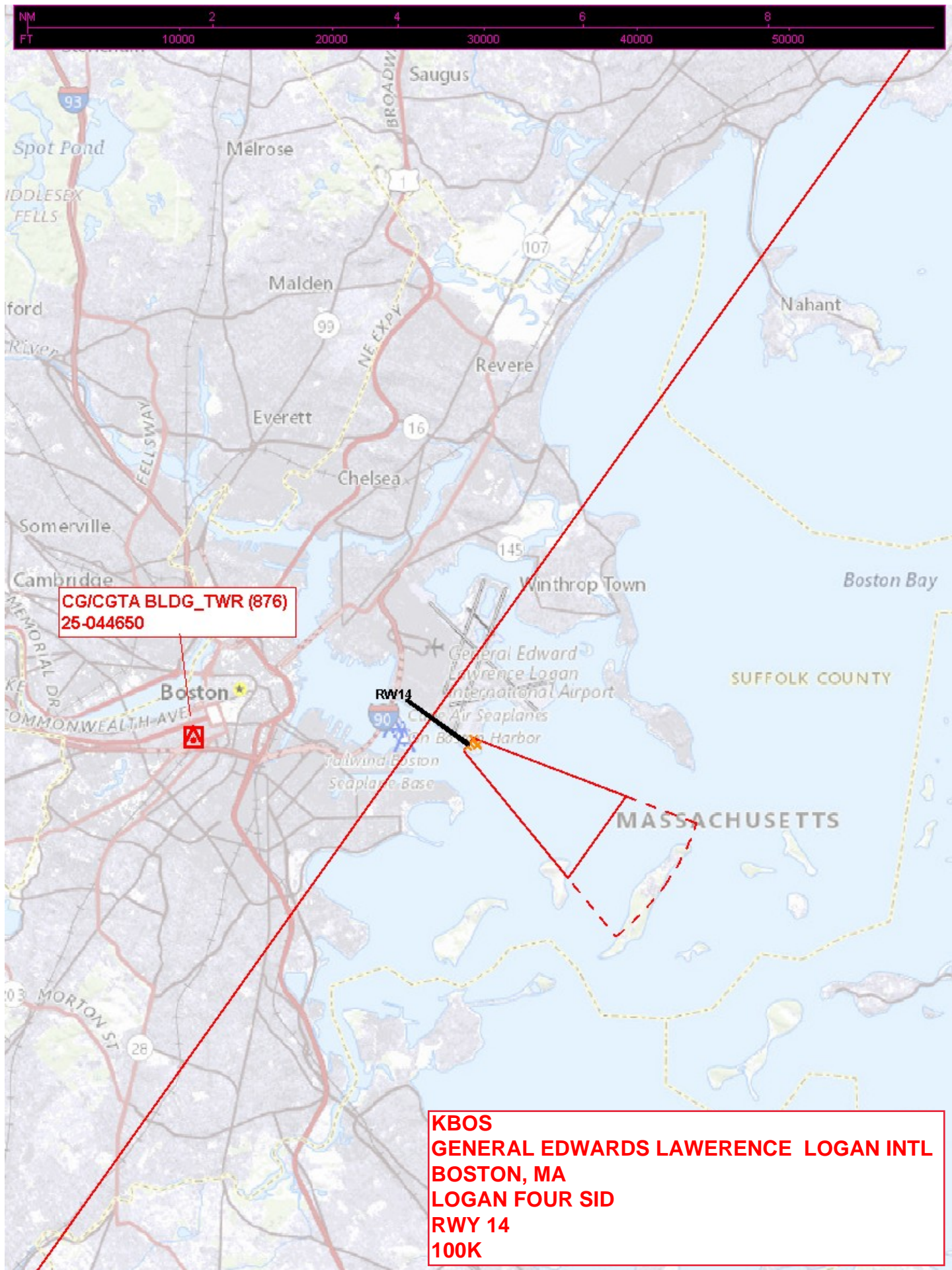


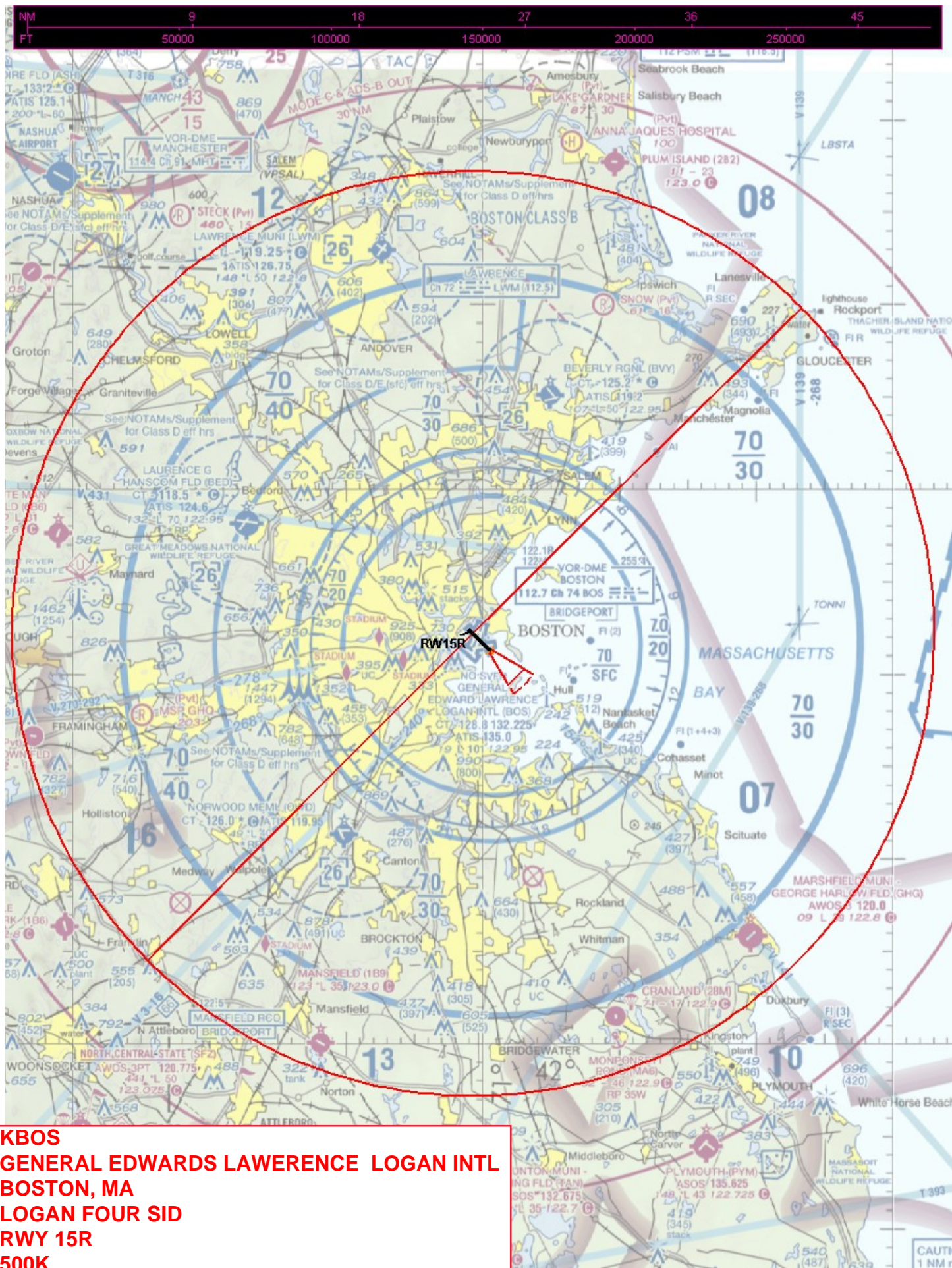
**KBOS
GENERAL EDWARDS LAWERENCE LOGAN INTL
BOSTON, MA
LOGAN FOUR SID
RWY 9
500K**

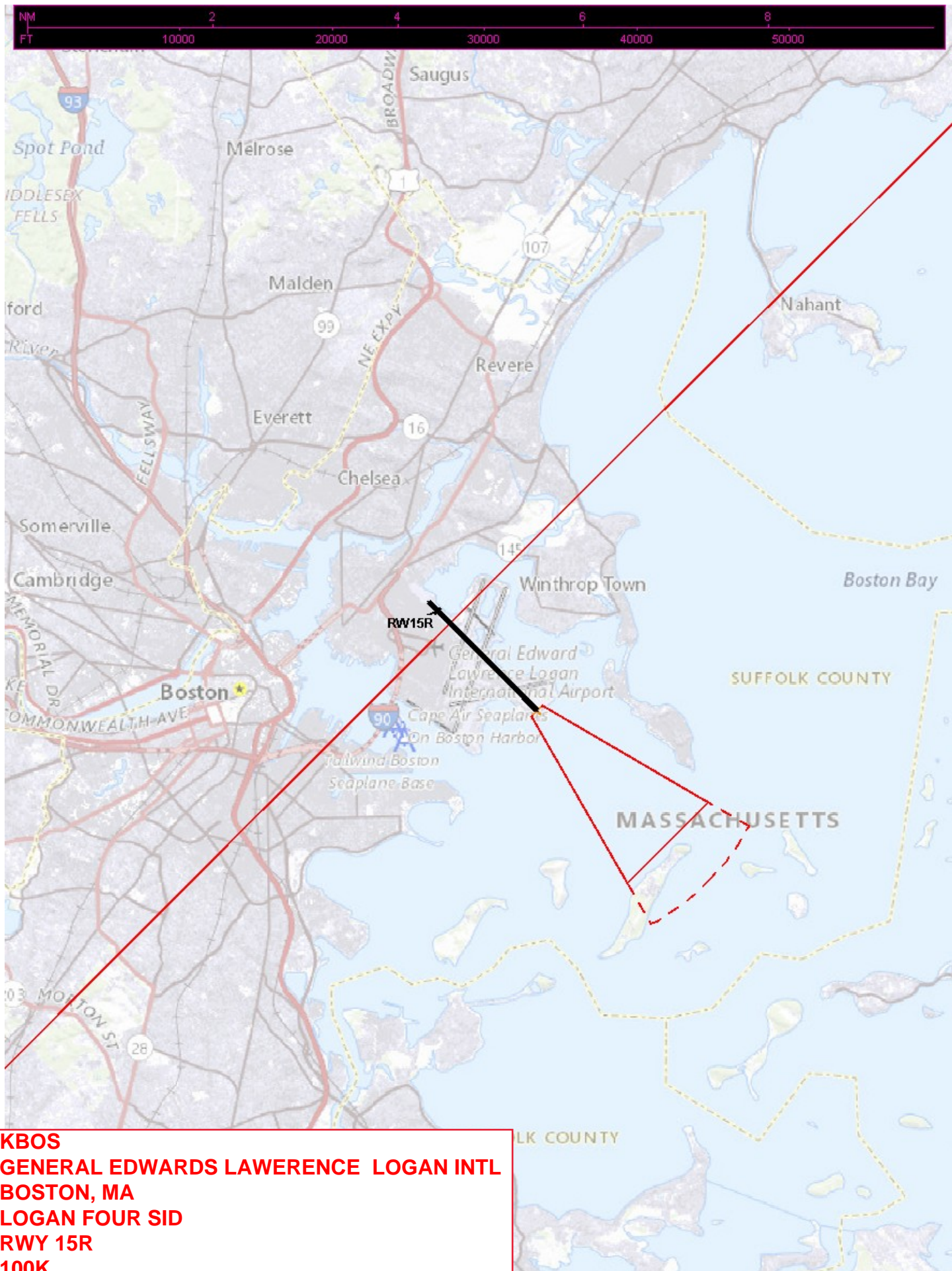
CG/CGTA TANK (211)
25-000449

RW09





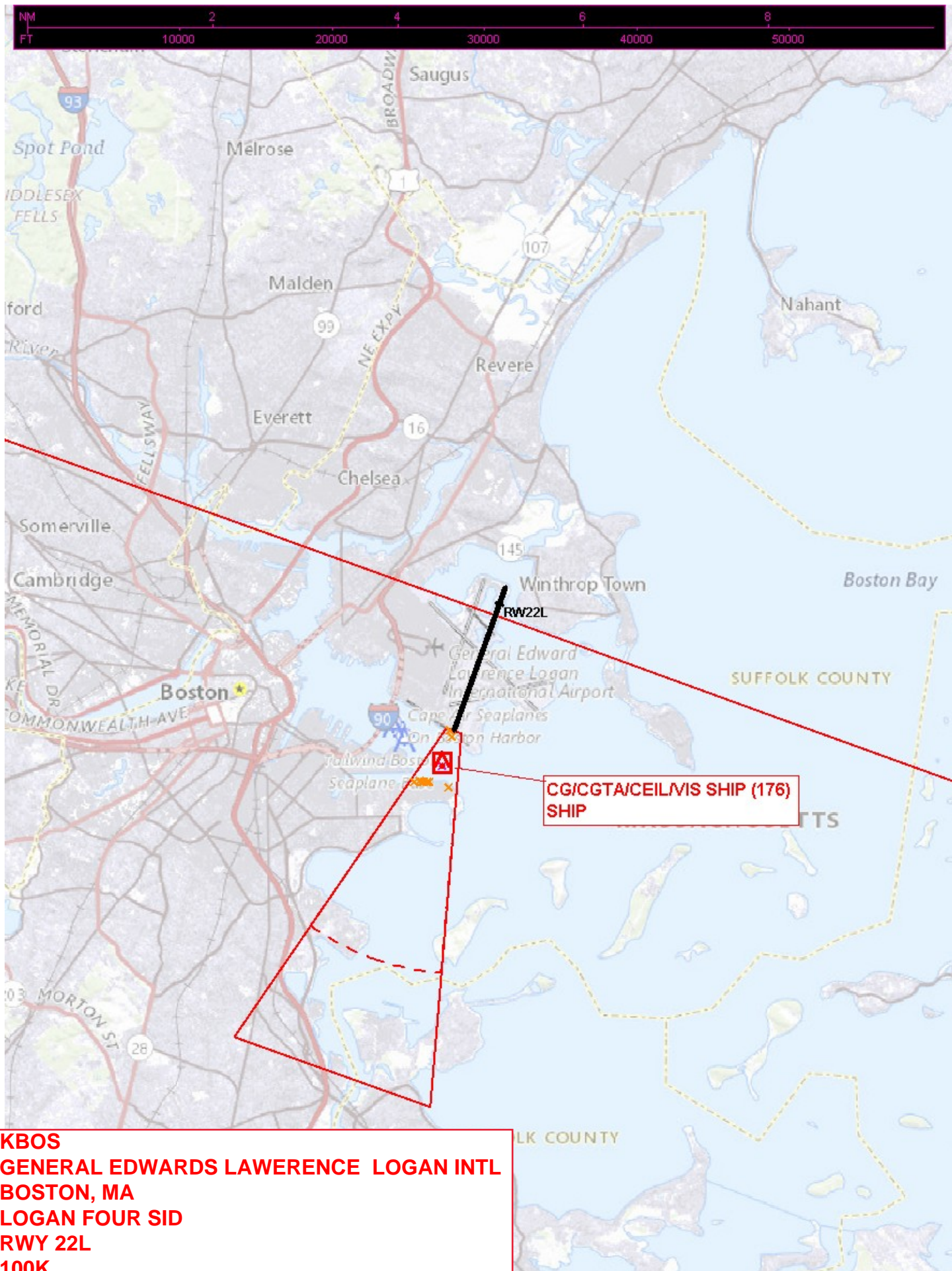




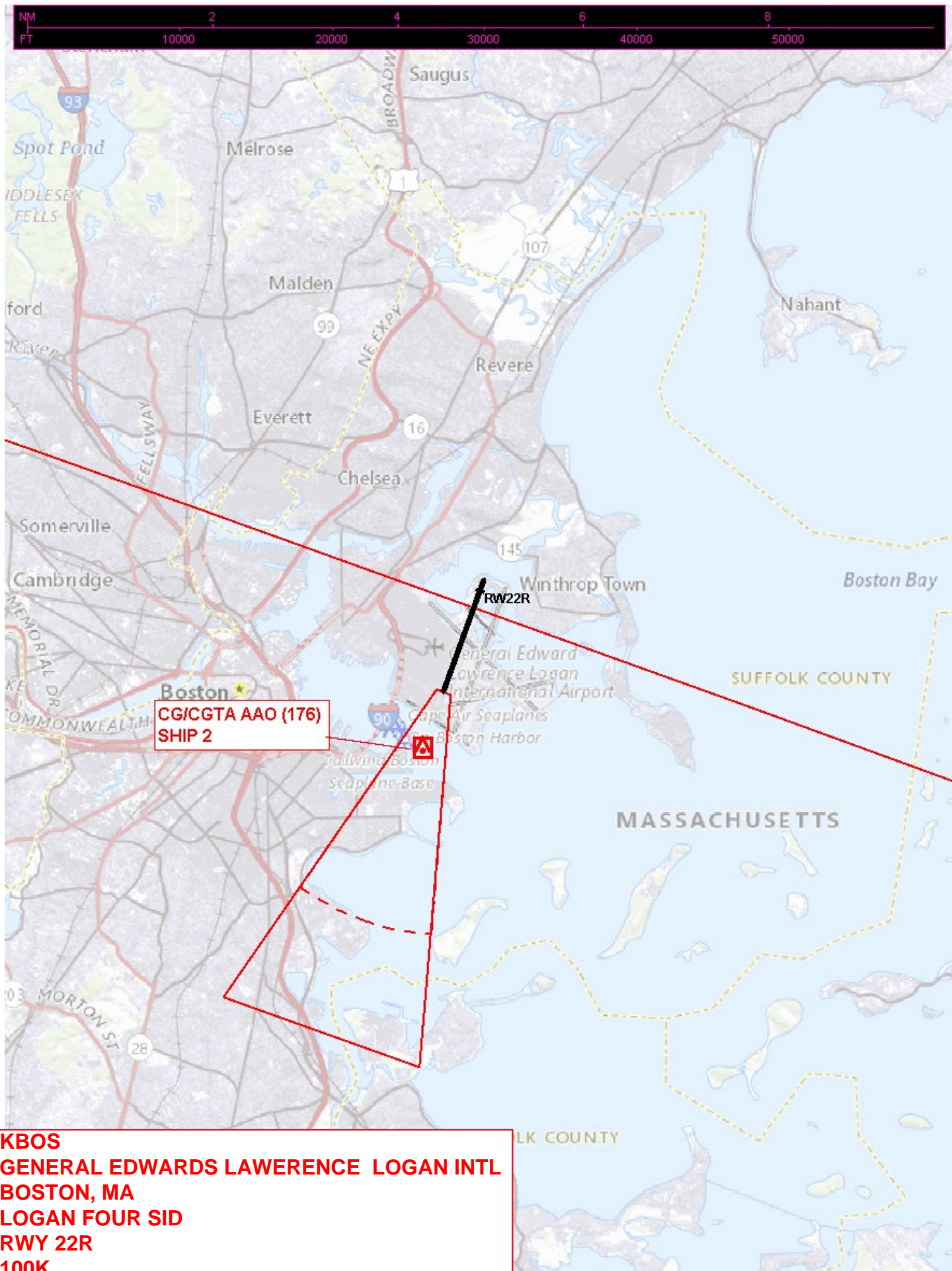


KBOS
GENERAL EDWARDS LAWRENCE LOGAN INTL
BOSTON, MA
LOGAN FOUR SID
RWY 22L
500K

CG/CGTA/CEIL/VIS SHIP (176)
SHIP



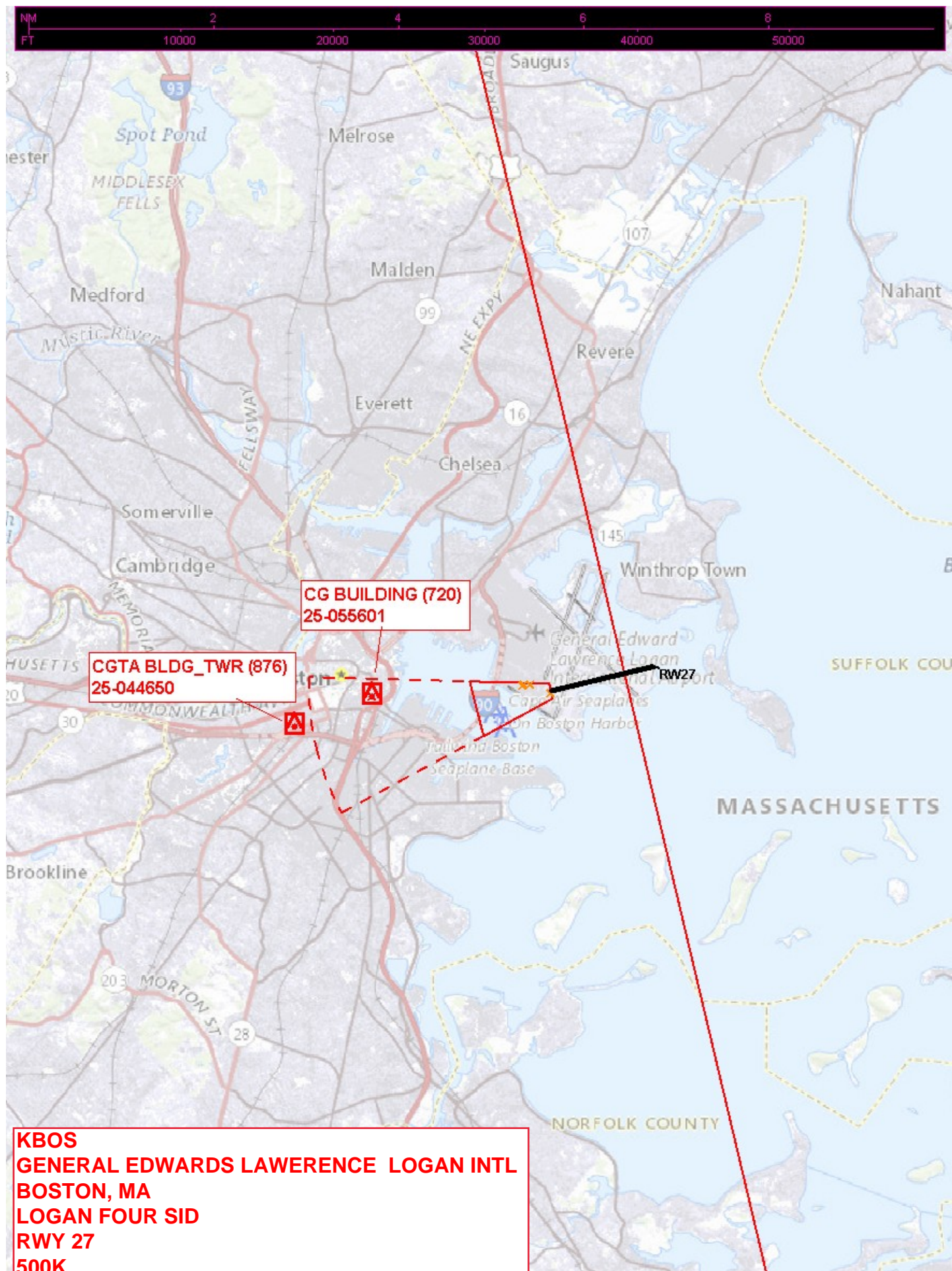




**KBOS
GENERAL EDWARDS LAWERENCE LOGAN INTL
BOSTON, MA
LOGAN FOUR SID
RWY 27
500K**

CG BUILDING (720)
25-055601

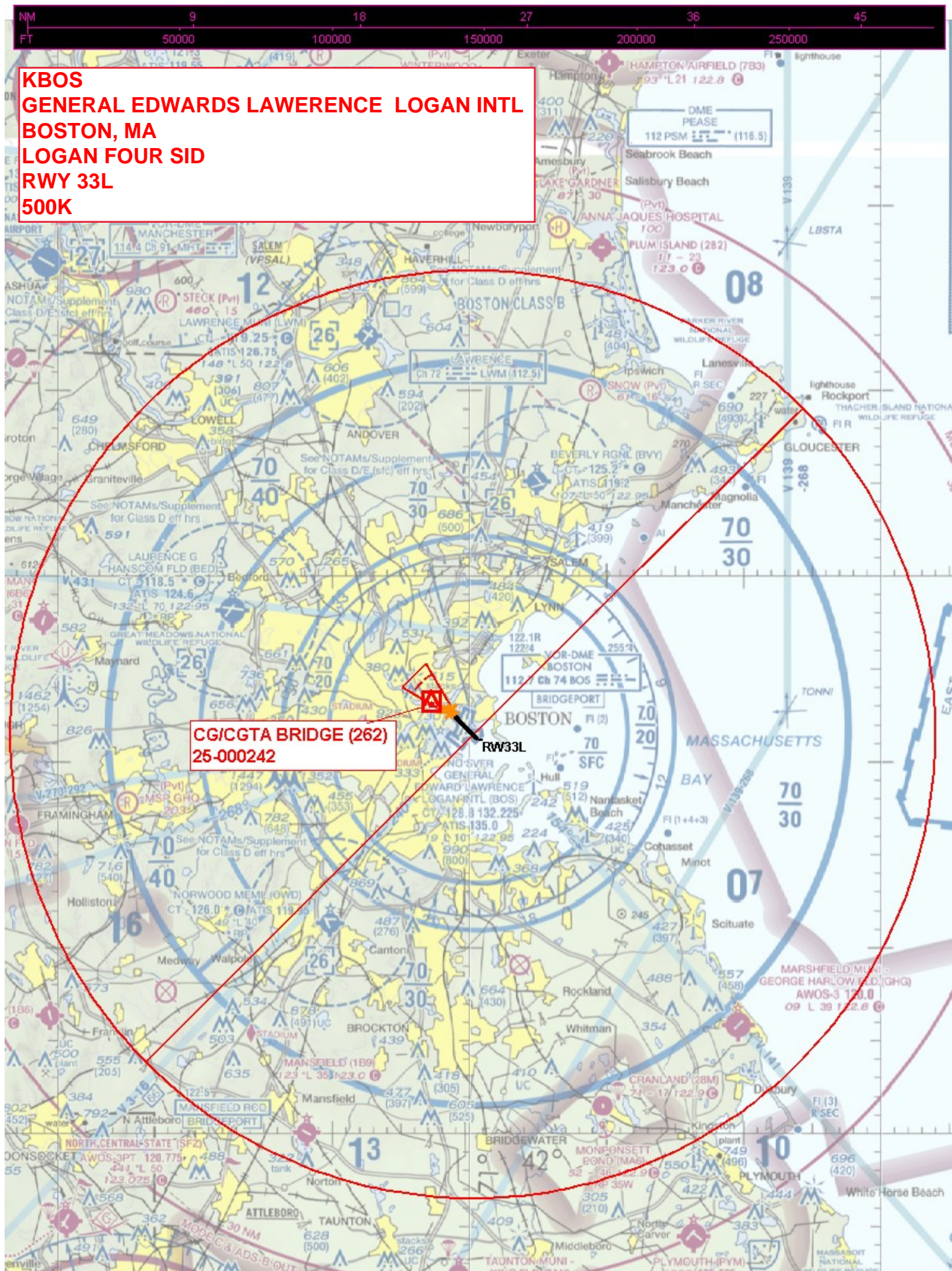
CGTA BLDG_TWR (876)
25-044650



KBOS
GENERAL EDWARDS LAWRENCE LOGAN INTL
BOSTON, MA
LOGAN FOUR SID
RWY 33L
500K

CG/CGTA BRIDGE (262)
25-000242

RW33L



Federal Aviation Administration Categorical Exclusion Declaration

Date: 03/17/22

IFP: Newton, Carl (carl.v.newton@faa.gov)

Airport Contact: -

Request ID: KBOS_22121

Single or Multiple Procedure: Single

Procedure Name(s): LOGAN FOUR DEPARTURE

Procedure Request Description:

The proposed action would add Waypoint (WP) MANCH in the same location as MHT VOR/DME, and would add WP PEASE in the same location as PSM DME in order to optimize the departure flow of air traffic from BOS.

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: CHARLES ARMSTEAD

Digitally signed by CHARLES ARMSTEAD
Date: 2022.03.17 20:29:35 -04'00'

JOSEPH EDWARD TOMBERLIN

Digitally signed by JOSEPH EDWARD TOMBERLIN
Date: 2022.03.17 17:39:30 -04'00'

Date: March 17, 2022

Title: Concurrence By: C. Armstead
Env. Protection Specialist - ECINA ESA ATO

J. Tomberlin, NISC-IV Contract Support Environmental
Protection Specialist, Operations Support Group

Approved By: Charles J Gibson Jr

Digitally signed by Charles J Gibson Jr
Date: 2022.03.18 10:41:06 -04'00'

Date: _____

Title: _____