

LOGAN TWO DEPARTURE

AL-58 (FAA)

BOSTON, MASSACHUSETTS

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, 15 JUL 2021 to 12 AUG 2021

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