

LOGAN TWO DEPARTURE
(LOGAN2.BOS) 120CT17

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
BOSTON, MASSACHUSETTS

LOGAN TWO DEPARTURE
(LOGAN2.BOS) 1.8144

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
BOSTON, MASSACHUSETTS
AL-58 (FAA)

D-ATIS 135.0
CLNC DEL 121.65 257.8
CPDLC
GND CON 121.9
BOSTON TOWER 128.8 257.8
BOSTON DEP CON 133.0

**TOP ALTITUDE:
(JETS) 5000
(PROPS) 3000**

HANAA
N43°11.87'
W73°36.77'
L-32, H-11-12

MANCHESTER
114.4 MHT
Chan 91
N42°52.11'-W71°22.17'
L-32-33, H-11-12

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

PEASE
116.5 PSM
Chan 112
N43°05.07'
W70°49.92'
L-32-33, H-11-12

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

LBSTAA
N42°48.00'
W70°36.81'
L-33
H-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

BOSTON
112.7 BOS
Chan 74

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

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

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

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

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

DUNKK
N42°04.90'
W70°39.38'
L-33

FRILL
N42°13.79'
W69°49.48'
H-11-12

CARMEL
116.6 CMK
Chan 113
N41°16.81'-W73°34.88'
L-33-34, H-10-12

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

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

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

FREDO
N41°54.34'
W70°34.93'
L-33

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

PROVIDENCE
115.6 PVD
Chan 103
N41°43.47'-W71°25.78'
L-33-34, H-10-11-12

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

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

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

NOTE: Chart not to scale.

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, 05 DEC 2019 to 02 JAN 2020

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