**NE-1, 18 JUN 2020 to 16 JUL 2020**

**BLZZR FOUR DEPARTURE (RNAV)**

**BOSTON, MASSACHUSETTS**

**NOTE:** Chart not to scale.

**BLZZR FOUR DEPARTURE (RNAV)**

**TOP ALTITUDE:**

**5000**

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**TAKEOFF MINIMUMS:**

- Rwys 4L, 14L, 23, 32: Standard with minimum climb of 500’ per NM to 2500.
- Rwy 27: Standard with minimum climb of 500’ per NM to 1300.
- Rwy 33L: Standard with minimum climb of 500’ per NM to 520.

**NOTE:** Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

**NOTE:** Rwy 15R, 22L, 22R: Do not exceed 210K until 520’ MSL.

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**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RADAR required for non-GPS equipped aircraft.

**NOTE:** RNAV 1.

**NOTE:** For Turbojets only.

**NOTE:** At/Below 250K until BRRRO.

**NOTE:** At/Below 290K until HEWMO.

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**NE-1, 18 JUN 2020 to 16 JUL 2020**

**BLZZR FOUR DEPARTURE (RNAV)**

**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

**BOSTON, MASSACHUSETTS**

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(NARRATIVE ON FOLLOWING PAGE)

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence. . . .
TAKEOFF RWY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence. . . .
TAKEOFF RWY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520 MSL, thence. . . .
TAKEOFF RWY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .
TAKEOFF RUNWAY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 272° to intercept course 234° to KIRAA, thence. . . .
TAKEOFF RUNWAY 33L: Climb heading 330° to intercept course 313° to TEKKK, thence. . . .

. . . . on depicted route to BLZZR. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.
NOTE: Chart not to scale.

NOTE:  At/Below 250K until BRRRO.

NOTE:  Rwy 15R, 22L, 22R: Do not exceed 210K until 520’ MSL.

NOTE:  Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE:  Rwy 15R, 22L, 22R: Do not exceed 210K until 520’ MSL.

NOTE:  At/Below 250K until BRRRO.

TAKEOFF MINIMUMS:
Rwys 4L, 14, 15L, 32, 33R:  NA-ATC.
Rwy 4R: Standard with minimum climb of 500’ per NM to 3600.
Rwy 9: Standard with minimum climb of 500’ per NM to 4000.
Rwy 15R: Standard with minimum climb of 500’ per NM to 520.
Rwy 22L: 300-1 with minimum climb of 500’ per NM to 520, or standard with minimum climb of 500’ per NM to 520 if tower reports no tall vessels in the departure area.
Rwy 22R: Standard with minimum climb of 500’ per NM to 520.
Rwy 27: Standard with a minimum climb of 500’ per NM to 1300.
Rwy 33L: Standard with a minimum climb of 500’ per NM to 4900.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....

TAKEOFF RUNWAY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 27: Climb heading 272° to intercept course 234° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb heading 330° to intercept course 313° to TEKKK, then on track 250° to cross COUSY at or above 5000, thence....

....on depicted route to BRUWN. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.
NOTE: Chart not to scale.

**CELLTK FIVE DEPARTURE (RNAV)**

**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

**NOTE:** Departure hdg/RNAV tracks/_vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

**NOTE:** Rwy 15R, 22L: Do not exceed 210K until 520’ MSL.

**NOTE:** At/Below 250K until BRRRO.

**NOTE:** Chart not to scale.

**TOP ALTITUDE:**

**5000**

**D-ATIS 135.0**

**CLNC DEL**

**121.65 257.8**

**CPDL C**

**GND CON**

**121.9 121.75**

**BOSTON TOWER**

**128.8 257.8 (WEST)**

**132.225 257.8 (EAST)**

**BOSTON DEP CON**

**133.0**

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RADAR required for non-GPS equipped aircraft.

**NOTE:** RNAV 1.

**NOTE:** For Turbojets only.

**TAKEOFF MINIMUMS:**

Rwys 4L, 14, 15L, 32, 33R: NA-ATC.

Rw 4: Standard with minimum climb of 500’ per NM to 3600.

Rwy 9: Standard with minimum climb of 500’ per NM to 4000.

Rwy 15R: Standard with minimum climb of 500’ per NM to 520.

Rwy 22L: 300-1 with minimum climb of 500’ per NM to 520, or standard with minimum climb of 500’ per NM to 520 if tower reports no tall vessels in the departure area.

Rwy 22R: Standard with minimum climb of 500’ per NM to 520.

Rwy 27: Standard with a minimum climb of 500’ per NM to 1300.

Rwy 33L: Standard with a minimum climb of 500’ per NM to 4900.

**NOTE:** Chart not to scale.

**TOP ALTITUDE:**

**5000**

**NOTE:** Departure hdg/RNAV tracks/ vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

**NOTE:** Rwy 15R, 22L, 22R: Do not exceed 210K until 520’ MSL.

**NOTE:** At/Below 250K until BRRRO.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence. . . .

TAKEOFF RUNWAY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence. . . .

TAKEOFF RUNWAY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RUNWAY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RUNWAY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 272° to intercept course 234° to KIRAA, thence. . . .

TAKEOFF RUNWAY 33L: Climb heading 330° to intercept course 313° to TEKKK, then on track 250° to cross COUSY at or above 5000, thence. . . .

. . . . on depicted route to CELTK. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.
HYLND FIVE DEPARTURE (RNAV)

**HYLND FIVE DEPARTURE (RNAV)**

**TO TOP ALTITUDE: 5000**

**TAKING MINIMUMS:**
- Rwy 4L, 14, 15L, 32, 33R: NA · ATC
- Rwy 4R: Standard with minimum climb of 500’ per NM to 3600.
- Rwy 9: Standard with minimum climb of 500’ per NM to 4000.
- Rwy 15R, 22R: Standard with minimum climb of 500’ per NM to 520.
- Rwy 22L: 300-1 with minimum climb of 500’ per NM to 520, or standard with minimum climb of 500’ per NM to 520 if tower reports no tall vessels in the departure area.
- Rwy 27: Standard with a minimum climb of 500’ per NM to 1300.
- Rwy 33L: Standard with a minimum climb of 500’ per NM to 3150.

**NOTE:** Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

**NOTE:** Rwy 15R, 22L, 22R: Do not exceed 210K until 520’ MSL.

**NOTE:** At/Below 250K until BOATT.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RADAR required for non-GPS equipped aircraft.

**NOTE:** RNAV 1.

**NOTE:** For Turbojets only.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RUNWAY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....
TAKEOFF RUNWAY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520 MSL, thence....
TAKEOFF RUNWAY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520 MSL, thence....
TAKEOFF RUNWAY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520 MSL, thence....
TAKEOFF RUNWAY 27: Climb heading 272° to intercept course 234° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb heading 330° to intercept course 313° to TEKKK, then on track 353° to cross CAMWI at or above 4000, thence....

....on depicted route to HYLND. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.
NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: For Turbojets only.
NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Rwys 15R, 22L, 22R: Do not exceed 210K until 520’ MSL.
NOTE: At/Below 250K until BOATT.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RUNWAY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....
TAKEOFF RUNWAY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520' MSL, thence....
TAKEOFF RUNWAY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520' MSL, thence....
TAKEOFF RUNWAY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520' MSL, thence....
TAKEOFF RUNWAY 27: Climb heading 272° to intercept course 234° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb heading 330° to intercept course 313° to TEKKK, then on track 353° to cross CAMWI at or above 4000, thence....

....on depicted route to LBSTA. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.
DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:
TAKEOFF RWY 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: 300-1½ 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: 400-1½ 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: BLIZZR 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.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: For Turbojets only.
NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.
NOTE: Rwys 15R, 22L, 22R: Do not exceed 210K until 520’ MSL.
NOTE: At/Below 250K until BRRRO.
NOTE: At/Below 290K until HEWMO.

NOTE: Chart not to scale.

TAKING M INIMUMS:
Rwys 4L, 14, 15L, 32, 33R: NA-ATC.
Rwy 4R: Standard with minimum climb of 500’ per NM to 3600.
Rwy 9: Standard with minimum climb of 500’ per NM to 4000.
Rwy 15R: Standard with minimum climb of 500’ per NM to 520.
Rwy 22L: 300-1 with minimum climb of 500’ per NM to 520, or standard with minimum climb of 500’ per NM to 520 if tower reports no tall vessels in the departure area.
Rwy 22R: Standard with minimum climb of 500’ per NM to 520.
Rwy 27: Standard with a minimum climb of 500’ per NM to 1300.
Rwy 33L: Standard with a minimum climb of 500’ per NM to 4900.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence. . . .

TAKEOFF RWY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence. . . .

TAKEOFF RWY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RWY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RWY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RWY 27: Climb heading 272° to intercept course 234° to KIRAA, thence. . . .

TAKEOFF RWY 33L: Climb heading 330° to intercept course 313° to TEKKK, then on track 250° to cross COUSY at or above 5000, thence. . . .

. . . on depicted route to PATSS. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.
NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Rwys 15R, 22L, 22R: Do not exceed 210K until 520’ MSL.

NOTE: At/Below 250K until BRRRO.

NOTE: At/Below 290K until HEWMO.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: RNAV 1.

NOTE: For Turbojets only.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RWY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....
TAKEOFF RWY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520 MSL, thence....
TAKEOFF RWY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520 MSL, thence....
TAKEOFF RWY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520 MSL, thence....
TAKEOFF RWY 27: Climb heading 272° to intercept course 234° to KIRAA, thence....
TAKEOFF RWY 33L: Climb heading 330° to intercept course 313° to TEKKK, thence....

....on depicted route to REVSS. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.
NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Rwys 15R, 22L, 22R: Do not exceed 210K until 520’ MSL.

NOTE: At/Below 250K until BRRRO.

SANDY POINT
SEY
(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RUNWAY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....
TAKEOFF RUNWAY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520 MSL, thence....
TAKEOFF RUNWAY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520 MSL, thence....
TAKEOFF RUNWAY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520 MSL, thence....
TAKEOFF RUNWAY 27: Climb heading 272° to intercept course 234° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb heading 330° to intercept course 313° to TEKKK, then on track 250° to cross COUSY at or above 5000, thence....

....on depicted route to SSOXS. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.
Departures assigned routing via LBSTA, PSM/VOR/DME, MHT/VOR/DME, HYLND, or REVSS direct SPENO; BLZZR direct ONEPS; PATSS, GLYDE or BOSOX, expect radar vectors to the right to assigned route/fix.

NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: ATC assigned. Do not file.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1
NOTE: For Turbojets only.
NOTE: RADAR required.

NOTE: Departures assigned routing via CELTK, FRILL, LFV/VOR/DME, ACK/VOR/DME, BRUWN, SSOXS, LUCOS, SEY/VOR/DME, or BURDY expect radar vectors to the left to assigned route/fix.

NOTE: Departures assigned routing via CELTK, FRILL, LFV/VOR/DME, ACK/VOR/DME, BRUWN, SSOXS, LUCOS, SEY/VOR/DME, or BURDY expect radar vectors to the left to assigned route/fix.

Note: Chart not to scale.